

# The Mining Journal

AND COMMERCIAL GAZETTE.

No. 151.—VOL. VII.]

LONDON: SATURDAY, JULY 14, 1838.

[PRICE 6d.

SHARES IN VALUABLE BRITISH MINES, REVERSIONARY INTERESTS, ANNUITIES, &c.—PERIODICAL SALE.

**M**R. C. WARTON'S NEXT PERIODICAL SALE, by AUC-  
TION, of the above description of property, will take place at the Mart,  
opposite the Bank of England, on Thursday next, the 19th July instant, at Twelve  
o'clock, and will include SHARES IN SEVERAL FLOURISHING MINES, includ-  
ing one 192d part or share in the celebrated Tresavane Mine, regularly paying  
dividends of £35 every two months; also shares in Wheal Providence, the Prov-  
idence Mines, Reliant, Turner, Redmoor, Polbreen, Perran, Harmony and Mon-  
tague, Kellewerdis, and Wheal Morgan, and shares in the very promising Mine  
called Carriagan, near St. Austell, now coming into profit, and from which one of fine  
quality is raising (for sale by order of the executors of D. G. Astell, Esq.) Parti-  
culars are now ready for delivery, and may be had at the Auction Mart, and of Mr.  
C. Warton, Auctioneer and Agent for every description of Mining Property, No.  
58, Threadneedle-street.

#### VALUABLE MINING PROPERTY.

**M**MR. KIRKMAN is instructed to offer to PUBLIC COMPE-  
TITION, at his next Periodical Sale of Mineral Properties, unless previously  
disposed of by private contract, a variety of SHARES in some of the most import-  
ant and promising MINES in CORNWALL, including

#### THE SAVANNAH,

which has yielded and divided a profit amongst the fortunate proprietors exceeding  
Three Hundred and Fifty Thousand Pounds.

#### NORTH ROSKEA R,

which is well founded in all necessary and useful machinery and materials, worth  
by estimate from £12,000 to £14,000, and is now giving dividends every two months.

#### MARAZON,

which is now in full operation, and from which regular and large dividends may  
be expected in the course of the present summer.

#### A S T P O O L,

which is now making large returns, and promises in a short time to be one of the  
most productive and profitable mines now working.

Also in Halian Beagle, Trevaskus, Polbreen, Perran Consols, South  
Towan, South Polgoon, British Silver Lead, Harmony and Montague, Trevolvas,  
Trevorgus, West Wheal Jewel, Treleigh Consols, Cornwall United Mining Associa-  
tion, Providence Mine (St. Ives), Wheal Providence, Gwinear, and many others.

Printed particulars may be had seven days previous to sale (of which due notice  
will be given), or application to Mr. Kirkman, Mine and Mineral Estate Agent,  
12, Pancras-lane, London; or of his Agents, in all the principal towns in England.  
Shares in the above, and many other mines, at all times for Sale by Private Con-  
tract.—12, Pancras-lane, June 11.

#### VALUABLE COAL PROPERTY.

**M**MR. LEIFCHILD has received instructions to offer for SALE,  
by Private Contract, an extremely valuable COAL PROPERTY, in South  
Wales, affording a most advantageous situation for Copper Works, and the An-  
thracite Coal being in the immediate neighbourhood, combining a highly impor-  
tant advantage for the erection of furnaces for iron. The mineral is worked at a  
water level within the distance of a mile from the shipping place of an extensive  
navigable river, and communicating by easy and cheap conveyance with another  
first-rate port in the principality. The Coal, which is bituminous, is universally  
approved of; and the property, which possesses many sources of certain profit,  
presents a rare and eligible opportunity to capitalists and others wishing to embark  
in manufactures requiring the use of coals. A full descriptive particular, with  
plan of the estate, may be seen by principals applying at Mr. Leifchild's offices, 48,  
Lothbury, London.

**L**EAD MINES, in the COUNTY OF AYR.—TO BE LET,  
and entered on immediately, the LEAD MINES, Old and New, in AFTON  
MOOR, near New Cumnock, in the county of Ayr. The old works were drained  
to a considerable depth by a main adit, or day level, and several shafts which,  
though not at present accessible, could again be revived by a judicious application  
of skill and capital. By the new works two veins have been opened up, and Lead  
of a very superior quality has been found. The veins wrought at present are level  
free. One of the foreheads is forty fathoms from the surface, and a depth of 100  
fathoms may be approached by the present level. The ground and present workings  
have been examined by engineers of eminence and experience, who report the  
prospects as very encouraging.

The works may be examined on application to Mr. Ballantine, at the Mines, by  
Cumnock, where the Lead will be seen in store. Specimens of the Lead will also  
be shown by Messrs. Hunter, Campbell, and Co., W.S., Edinburgh, and by Messrs.  
Bald and Geddes, Mining Engineers, there; either of whom will receive offers for  
a Lease or Purchase on the outport of Lead, in the proprietors option, as is usual.  
Edinburgh, June 22.

**C**OUNTY OF WATERFORD.—TO BE LET, for such term  
as may be agreed on, the royalty of the COPPER AND LEAD MINES, situ-  
ated at Killerton, in the above county. They are within one mile and a half of the  
mines at Knockmahan, and adjoining the mine of Monchobie, lately commenced  
working with every prospect of advantage. There have been formerly several  
shafts and drivings on the sett, such of them as have been opened lately are to the  
depth of ten fathoms, with a great many drivings and cross-cuts cleared to the old  
runns. There has been a report upon the mine which is very favourable. Application  
to be made to Robert C. Welsh, Esq., Youghal.

**W**ESTERN MINING ASSOCIATION.  
For the investment of capital in the purchase of shares in approved Cor-  
nish Mines. (Proposed to be incorporated by Her Majesty's Letters Patent.)

Capital £100,000, in 20,000 shares of £5 each. Deposit £1.

Subsequent calls not to exceed £1 per share in any one year.

This association was established about two years since, by a few individuals, for  
the purpose of investing capital in the purchase of shares in well-selected Mines in  
the county of Cornwall, in order to secure average profits with little fluctuation.  
Confidential information respecting the property now held by the association,  
also of the purchases in contemplation, the present profits, and expected dividends,  
may be had by applicants for shares, at the office of the secretary, Frederick Bank-  
art, 34, Clement's-lane, Lombard-street, to whom applications for shares (postage  
paid) are to be addressed.

**S**TANHOPE AND TYNE RAILROAD COMPANY

#### DIRECTORS.

- \* Edward George Barnard, Esq., M.P., Chairman.
- Thomas Barnard, Esq.
- Edward Blount, Esq.
- \* P. J. Caffery, Esq.
- J. F. Harrison, Esq.
- Richard Wood, Esq.

#### AUDITORS.

- J. L. Heathorn, Esq.
- Richard Wood, Esq.
- \* These are the Trustees to the Company.

In putting forth the present prospectus to the notice of the public, the Stanhope  
and Tyne Railroad Company beg to premise that the railroad which they have  
constructed has already been in operation for a period of nearly four years, and ex-  
tends for a distance of thirty-four miles through the county of Durham—from  
Stanhope to the river Tyne, at South Shields—intersecting in its progress extensive  
coal-fields, and communicating with the rich lead mines of the former place.

In addition to the main line of road another has been completed, denominated the  
Durham Junction, which, joining the Stanhope and Tyne about nine miles from  
Shields, extends in a southerly direction for five miles towards the city of Durham.

The traffic which has already passed along the original road has been progres-  
sively increasing since its opening, and at this time is yielding a net revenue of  
5 per cent. on the whole outlay. The Durham Junction line, which is tributary to it,  
will be completed in about a month; and as it affords the facility of shipment  
on the river Tyne to the extensive coal-field of the county of Durham, south of the river  
Wear, a large addition to its present trade is ensured.

Up to this time the coals brought by the company for shipment at Shields and  
Landsdale amount to 1,043,952 tons, and the contracts already entered into and in  
progress, promise to double the annual quantity.

The extensive collier docks in course of formation at Shields, within half a mile from  
the railroad, will be another certain source of considerable income.

In the progress of the undertaking the company deemed it eligible (in order to  
obtain all the advantages which from time to time have been developed) to raise  
money beyond their originally proposed capital. The debt thus incurred it is now  
intended to provide for by the issue of an additional number of shares, upon a plan  
which will come into progressive operation at times coincident with the respective  
payments of the borrowed capital: and as the railroad has now been at work for  
nearly four years, and shows a rapidly improving trade, it is stamped as a most  
undoubted and profitable investment.

The shares intended to be issued are similar to the original shares of £100 each,  
and the instalments upon them being called for only at periods corresponding with  
the object stated, will be spread over a series of at least eight years.

Upon the allotment of the shares a deposit of 10 per cent. will be required, and it  
is proposed to call for a second instalment of similar amount during the present  
year—for instalments, at intervals, during the year 1839, of 20 per cent.; and in the  
following years for a sum not exceeding 10 per cent. in any one year, until the  
whole amount be paid, thus making the last instalment not earlier than 1845.

While the instalments are in course of payment, each subscriber will be entitled to  
an immediate interest of 5 per cent. per annum, payable half-yearly; and to a re-  
lative proportion of profits calculated upon the amount advanced by him, partici-  
pating with the original shareholders in all the benefits of the company, whenever  
the instalments are fully paid up.

The new shareholders will not be required to execute the deed of settlement of  
the company, nor any auxiliary deed, until the whole of the instalments are paid,  
and then the holder of the scrip certificates will alone be required to execute such  
deed; but in the mean time they are to hold their shares upon the same terms and  
conditions to which the original shareholders are subject under the present deed  
of settlement, or which may be expressed in any future deed of settlement, pur-  
suant to the powers therein contained.

Applications for shares to be addressed to the Directors of the company, 26, New  
Broad-street, or to Messrs. George Burnand and Co., 12, Cornhill.  
London, July 4.

#### SUB-MARINE and WRECK-WEIGHING ASSOCIATION.

At a meeting of the directors of the above Association, held this day, Sir John Ross, C.B., R.N., F.R.S., in the chair, it was resolved, that no deduction be made from the deposits of the shareholders unless a sufficient sum be raised for carrying on the objects of this Association.

H. R. FANSHAWE, Sec.

N.B. Applications for shares to be made to Mr. James Wetenhall, sworn broker,  
13, Copthall-court, Throgmorton-street.

106, Fenchurch-street, July 9.

#### THE AUSTRALASIAN LOAN COMPANY.

Instituted for the purpose of advancing sums of money upon landed property and other real securities in the several colonies and settlements of Australasia.

Capital £300,000.

#### DIRECTORS.

- William Allen, Esq.
- W. H. Burnand, Esq.
- George Cox, Esq.

With power to add to their number.

Trustees—Henry Kingcote, Esq.; Dudley Fereday, Esq.; George Whitcomb, Esq.

Auditors—William Tarratt, Esq.; Daniel Fryett, jun., Esq.

Bankers—Messrs. Ladbrooke, Kingscote, and Co.

The directors of this company do hereby give notice, that they have made arrangements for the immediate formation of a branch establishment at Sydney, in New South Wales; and that they are now ready to RECEIVE APPLICATIONS respecting the business which they propose to transact in that colony, in conformity with the terms of the prospectus and the deed of settlement of the society.

By order of the Directors.

FREDERIC BOUCHER, Manager.

Temporary office, 29, Tokenhouse-yard, London, July 10.

#### BRITISH COMMERCIAL LIFE INSURANCE COMPANY, CORNHILL, LONDON.

#### PATRON,

His Royal Highness the DUKE OF SUSSEX.

Established in 1820, and Incorporated by Act of Parliament.

This company having been in active operation for eighteen years, has ascertained by its own experience what rates of premium are proper to be charged. The most important object of life insurance is security to the insured; and while the utmost liberality, consistent with perfect safety, should be shown in the rates demanded, yet in the present wild competition between many new and inexperienced offices, who are outbidding one another in extravagant promises upon very reduced premiums, while money can scarcely be improved, at more than half the former rate of interest, the public cannot be too strongly guarded against the dangerous consequences of incautious trust.

The terms of this office are in all instances as liberal to the public as consists with perfect safety: for example, a person of the age of thirty may, for the small annual payment of £2 6s. 2d., secure £100, to be paid at his decease.

The utmost promptitude is shown in the adjustment and payment of losses.

The public may insure at a low rate of premium without sharing in the profits, or at a higher rate, which entitles them to participate therein.

The profits are either added as a bonus to the sum insured, or applied to the reduction of the future premium, at the option of the insurer, and at the first semi-annual division in 1835 the return amounted to £26 7s. 10d. per cent. on the premium paid.

No person insured with this company is liable to be called upon to contribute towards the losses of others.

The assured are permitted to proceed to and reside in any part of Europe without special licence for that purpose.

The office purchases its own policies, or advances money upon them on the most liberal terms.

Tables of rates and every information may be had from James Gately, agent for Truro.

Persons desirous of becoming agents in the following towns are requested to address their applications and references to Ebenezer Ferie, Esq., Managing Director, Cornhill, London: Bodmin, Penzance, Launceston, Redruth, and St. Austell.

#### STANDARD OF ENGLAND LIFE ASSURANCE COMPANY.

8, King William-street, City | 25, Regent-street, London.

D'Olier-street, Dublin | Princes-street, Edinburgh.

#### CAPITAL—ONE MILLION.

WILLIAM DAVIS, Esq., Chairman.

Colonel Chris. Hodgeson | W. J. Richardson, Esq.

Lawrence Dorgan, Esq. | Henry Lawson, Esq. | Frederick T. West, Esq.

William Gunston, Esq. | J. Barrett Leonard, Esq. | George Whitehead, Esq.

MUCH LOWER RATES OF PREMIUM THAN THOSE OF ANY OTHER OFFICE.

Hence an immediate and certain bonus is given to the assured, instead of the remote and contingent advantage, offered by some companies, of a participation in their profits.

Increasing rates of premium, peculiarly advantageous in cases where Assurances are effected by way of securing Loans or Debts.

Age of the assured in every case admitted in the policy.

Premiums may be paid Half-yearly or Quarterly.

Liberal commissions are allowed to solicitors and agents.

Increasing rates of premium—twenty years' scale:

Age.	Annual Premium for £100, payable during				
	First Five Years.	Second Five Years.	Third Five Years.	Fourth Five Years.	Remainder of Life.
20	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
20	1 0 4	1 5 5	1 10 6	1 15 7	2 0 8
30	1 6 4	1 12 11	1 19 6	2 6 1	2 12 8
40	1 16 8	2 5 10	2 15 0	3 4 2	3 13 4
50	2 17 0	3 11 3	4 5 6	4 19 9	5 14 0

By order of the Board of Directors.

W. WRIGHT, Secretary.

#### NORTH BRITISH INSURANCE COMPANY.

for Assurance on Lives and Survivorships, and likewise for the Purchase of Reversions and Annuities. Established in 1809. Incorporated by Royal Charter.

No. 4, New Bank-buildings, Lothbury, London; and 1, Hanover-street, Edinburgh.

Capital, ONE MILLION.

PRESIDENT—His Grace the Duke of Sutherland.

LONDON BOARD.

## PROCEEDINGS OF PARLIAMENT RELATIVE TO JOINT STOCK COMPANIES.

SATURDAY.

*Fishguard Harbour* (No. 2) Bill—Read second time, and committed.

MONDAY.

*National Loan Fund Assurance Company*—Bill read third time and passed.*Hartlepool Dock and Railway*—Amendments read second time and agreed to; bill ordered to be engrossed.*Trading Companies*—Bill “to amend an act of the first year of her present Majesty, for better enabling her Majesty to confer certain powers and immunities on trading and other companies,” read first time.*Mails on Railways*—Committee deferred till Thursday.

TUESDAY.

*India Steam Ship Company*—Bill reported; report to lie on the table.*MESSAGE FROM THE LORDS*—That they have agreed to the *Festiniog Railway Bill*, without amendment.

WEDNESDAY.

*Hartlepool Dock and Railway*—Bill read third time and passed.

## PARLIAMENTARY SUMMARY.

## HOUSE OF LORDS.

MONDAY.

*The Benefices Plurality Bill* was committed, some alterations made, and the bill, as amended, was ordered to be printed.—The consideration of the *Irish Poor Law Bill* was again resumed, and, after a discussion of some length, passed by a majority of 62.

TUESDAY.

There was no business of importance before their lordships.

THURSDAY.

*The Affirmations Bill* went through Committee, after the adoption of some amendments, one of which was that the Bill shall not extend to Scotland.—Their lordships resolved into committee on the *Municipal Corporations (Ireland) Bill*; after some discussion on Lord Lyndhurst's amendment for clause six, introducing the 10*l.* qualification, it was carried by 96 to 36.

FRIDAY.

*The Dean Forest Bill*, and some other orders of the day, were forwarded a stage.

## HOUSE OF COMMONS.

SATURDAY.

*The Fishguard Harbour Bill* (No. 2), the object of which is to repeal the “passing toll,” was read the second time.—Mr. FOX MAULE said that he should defeat the Royal Burghs (Scotland) Bill till next session; but that he hoped to be able to proceed with the *Municipal Boundaries (Scotland) Bill* this session.—The Prisons (Scotland) Bill was considered in committee.—The report of the *Vagrant Act Amendment Bill* was presented and agreed to.—The Qualification of Members Bill was further considered on report, and some amendments adopted.—*The Arms (Ireland) Bill* was read a second time.

MONDAY.

*The motion for re-committing Mr. Wood's Middlesex County Court Bill* was negatived by a majority of 75.—The third reading of the *National Loan Fund Assurance Bill* was opposed by Mr. P. THOMSON, as he intended to bring in a general measure on the subject of liabilities of companies. Mr. PRAED considered that ought not prevent the progress of this bill, which could do no harm if the other bill passed, but which otherwise would secure the efficiency of this bill. After some further remarks, the bill was read a third time and passed.—*The Hartlepool Dock and Railway Bill* was read a third time.—The house then resolved itself into a committee of supply, the discussion on the several estimates moved occupied the remainder of the sitting.*The Charitable Trusts Bill* was deferred for a fortnight.—*The Tithes (Ireland) Bill* was committed.

TUESDAY.

*The Middlesex County Court Bill* was read the third time; some amendments were proposed, but debate arising, the bill was adjourned. The *Parochial Assessment Bill* was read the second time.—The third reading of the *Small Debts (Scotland) Bill* was strongly opposed, and thrown out on a division.—*The Registration of Voters, Ireland* (No. 2) Bill was read the second time.—*The Qualification of Members Bill* was read the third time and passed.—*The ATTORNEY GENERAL* moved the second reading of the *Imprisonment for Debt Bill*, which he hoped might pass this session.

THURSDAY.

*Mr. LABOUCHERE* moved the further consideration of the report on the *Coal Trade (Port of London) Bill*, upon which Lord GRANVILLE SOMERSET moved, as an amendment, that it be an instruction to the committee to make provision for the repeal of such parts of the several Acts for the making of Railways in the vicinity of London as impose a duty of one shilling and one penny per ton, to be paid to the Corporation of the City of London, on coals carried on these several railways within certain distances from the limits of the city. The motion was seconded by Mr. HUME, but after a short discussion it was negatived without a division. The House then went into committee, when the several clauses of the Bill were gone through, and the House resumed.—Mr. P. Thomson's Bill regarding “trading companies” was read a second time, and ordered to be committed on Saturday.—It was arranged, at the suggestion of Sir J. GRAHAM, that the Conveyance of the *Mails by Railways Bill* should be committed, *pro forma*, in order to have the Bill reprinted in the shape in which Mr. Labouchere now wished to bring it before the House.—*The Bankruptcy Estates (Scotland) Bill*, and the *Parliamentary Burghs (Scotland) Bill*, were severally advanced a stage.

FRIDAY.

*The House* went into committee on the *Prisons Bill*. It was then arranged that the *Imprisonment for Debt Bill* should be considered in committee—the *ATTORNEY GENERAL* being most anxious to proceed with it.

## NATIONAL DEBT.

[From Tuesday's "Gazette."]

*The Lords Commissioners of Her Majesty's Treasury* having certified to the Commissioners for the Reduction of the National Debt, in pursuance of the 10th George IV., c. 27, sec. I, that the actual expenditure of the United Kingdom of Great Britain and Ireland exceeded the actual revenue thereof, for the year ended the 5th day of April, 1838, by the sum of 1,428,531*l.* 18*s.* 7*d.*

The Commissioners for the Reduction of the National Debt hereby give notice, that no sum will be applied by them on account of the Sinking Fund, under the provisions of the said act, between the 6th day of July, 1838, and the 10th day of October, 1838.

S. HIGHAM, Controller-General.

*National Debt-office, July 6, 1838.**FRANCE RAILWAYS*.—The royal assent has been given to the bills for authorising the construction of a railroad from Montpellier to Cete, also for that between Paris and Havre and Paris and Orleans.*SALAMANDER*.—M. Paravey has written to the French Academy of Sciences that a fossil salamander, in the collection of Professor Van Bredo, at Leyden, about three feet long, contains, in the part corresponding with the abdomen, the fragments of frogs, eels, &c., thereby affording a proof that antediluvian species fed upon the same substance as the salamanders of our times. A large salamander, brought by M. Siebold from Japan, still lives in the museum at Leyden, which is principally fed upon frogs. The above-mentioned traveller brought the male and female into Europe, but the latter was devoured by the former, after he had been for some time without food. This salamander is described in the Japanese Encyclopedia, and M. Paravey finds in this work the same fables which exist in Europe concerning this animal—namely, its insensibility to fire. The same stories concerning the chameleon are also found in this Encyclopedia, and bring further conviction to M. Paravey that a very ancient centre of civilization has existed, whence come the ideas concerning art and science, which have been transmitted to us by the Greeks and Romans, and which are to be found in Chinese books.*SOUNDS CAUSED BY ELECTRICITY*.—M. Sellier has found it sufficient to place an electric diamond upon a Jane of glass in order to produce sounds. When a well-polished sewing needle, suspended from a hair, is placed in a glass bowl filled with an acid sulphate of copper, the bowl crackles, even after the needle has been withdrawn, and the liquid poured out. Small currents of common electricity become perceptible to the ear by means of a wheaten straw struck upon a drum of vegetable paper.*PRESENCE OF MIND IN A MINER*.—A striking instance of cool courage was witnessed a short time since at the mines of Montcombreux, in the Allier. A miner having laid a train for blasting part of the vein, gave notice that he was setting fire to it, and the other miners retired up the shaft. He lit the train, followed, and was being pulled up in the car alone, when he accidentally fell out. On the car coming up empty, the foreman of the mine and one of the workmen, notwithstanding the eminent peril from the expected explosion, went down instantly in the car, found the poor miner lying senseless at the bottom of the shaft, and succeeded in bringing him up without any injury from the explosion. The miner was slightly bruised, but is likely to recover.—*French paper*.

## LIST OF NEW PATENTS.

*STEPHEN GEARY*, of Hamilton-place, New-road, Middlesex, architect, for “Improvements in the Preparation of Fuel.”*MILNE BERRY*, of 66, Chancery-lane, for “Certain Improvements in the means of Economising Heat and Fuel in Furnaces or Closed Fire-places,” being a communication from a foreigner residing abroad.*LUKE HEBERT*, of Camden-town, C.E., for “A New and Improved Method or Methods of Uniting or Soldering Metallic Substances.”*EDOUARD FRANCOIS JOSEPH DUCLOS*, late of Samson, Belgium, but now of Church, Lancaster, gent., for “Improvements in the manufacture of Zinc, Copper, Tin, and Antimony.”*THOMAS WALKER*, of Birmingham, clock maker, for “Improvements in Steam-Engines.”*JAMES HARDY*, of Wednesbury, Stafford, iron-master, for “Certain Improvements in Rolling, making or manufacturing Shafts, Rails, Fire-irons, and various other heavy articles of Metal and Machinery, or Apparatus used in the same.”*THOMAS BECK*, of Little Stonham, Suffolk, gent., for “New or Improved Apparatus or Mechanism, for obtaining Power and Motion, to be used as a mechanical agent generally,” which he intends to denominate *Rote Vive*.*SAMUEL PARLOUR*, of Croydon, Surrey, gent., for “Improvements in Paddle-wheels, and in communicating Rotary Motion from Steam or other power where change of speed and power are required.”*JOHN COOPE HADDAN*, of Duke-street, Westminster, gent., and *JOHN JOHNSTON*, of Cursitor-street, Chancery-lane, London, brass founder, for “Certain improvements in Warming, in Lighting, and in Ventilating.”*JOSEPH BUNNETT*, of Deptford, Kent, engineer, for “Improvements in Steam-Engines.”*RICHARD GOODRIDGE*, of No. 7, Bell's-buildings, Salisbury-square, London, purser, R.N., for “A New or Improved Apparatus for Lifting or Raising Fluids on Water or on Land, and for Marine Propelling purposes, without Steam.”*JOHN WHITE*, of the New-road, Mary-le-bone, Middlesex, architect, for “Certain improvements in the construction of Railroads, Bridges, and Viaducts.”*WILLIAM GOSSAGE*, of Stoke Prior, Worcester, manufacturing chemist for “Certain improvements in Manufacturing Iron.”*JOHN WILLIAM FRASER*, of Arundel-street, Strand, Middlesex, for “Improvements in Raising or Floating Sunken and Stranded Vessels and other bodies.”*WILLIAM NEALE CLAY*, of West Bromwich, Stafford, manufacturing chemist, for “Improvements in the Manufacture of Iron.”*GERALD GRIMES*, of Bury, Lancaster, engraver, for “Certain improvements in Manufacturing Wheels which are applicable to Locomotive Engines, Tenders, and Carriages; and to running wheels for other useful purposes, and also in the apparatus for constructing the same.”*JOHN UPTON*, of Battersea, Surrey, engineer, for “An invention of an Improved Method or Methods of Generating Steam Power, and applying the same to Ploughing, Harrowing, and other agricultural purposes, which method or methods is or are also applicable to other purposes to which the power of steam is or may be applied.”*ALEXANDRE HAPPEY*, of Basing-lane, London, gent., a communication by a certain foreigner residing abroad, for “A New and Improved Method of Extracting Tar and Bitumen from all matters which contain these substances, or either of them.”*WILLIAM KETLAND IZON*, of Cambridge, for “Improvements applicable to Steam-Engines.”*JOHN MELVILLE*, Esq., of Upper Harley-street, Middlesex, for “Improvements in the Generation of Steam, and in Propelling Vessels by Steam or other power.”*EDMUND BUTLER ROWLEY*, of Chorlton-upon-Medlock, Lancaster, surgeon, for “Certain improvements applicable to Locomotive Engines, Tenders, and Carriages to be used upon Railways,” and which improvements are also applicable to other useful purposes.

## AMERICAN PATENTS.

We extract the following specifications of patents granted in America from the “Journal of the Franklin Institute”:

1. “For a new mode of Smelting Iron Ores by a mixture of anthracite and clay as a fuel,” to Joseph Lyon, of Pottsville, Pennsylvania.

“To all whom it may concern, be it known, that I, Joseph Lyon, of Pottsville, in the county of Schuylkill, and State of Pennsylvania, collier, have invented, or discovered, an improved mode of smelting iron ores by the employment of a mixture, or composition, of anthracite and clay, as a fuel, which I call ‘Clay Coals,’ and that the following is a full and exact description of the same.

“My improvement consists in reducing anthracite to a coarse powder, or screening, and mixing, or mingling it, either by hand or machinery, with such portions of clay and water as may be requisite to bring the mass, or aggregate, to a consistence that may be readily made into balls, or be taken up by hand, or machinery, in portions of any shape or size; when these ‘clay-coals’ are dried they can be used as fuel in the manner that coke or charcoal is commonly used in the reduction of iron ores. I intend to mingle portions of the limestone, or other fluxes, in the composition of the mixture, and also some of the finer portions of the ore, when either, or both, of these additions may be considered useful.

“I do not claim the discovery, or invention, of combustible balls composed of coal and clay, for these have long been known and used for divers purposes; but what I do claim as my invention, or discovery, and desire to secure by Letters Patent, is the preparation of anthracite, or the composition of ‘clay-coals’ as herein set forth, to be used as a substitute for coke, charcoal, or other fuel, in its application to the purposes of smelting iron ores.”

2. “For an improvement in the mode of constructing the Wheels of Locomotive Engines, for ascending Inclined Planes on Railroads,” to Elisha Town, Montpelier, Washington county, Vermont.

“Be it known, that I, Elisha Town, of Montpelier, in the county of Washington, and state of Vermont, have invented a new and improved mode of constructing the wheels of locomotive engines used on railroads, so as to ascend and descend inclined planes without the aid of any other power than that of the engine belonging thereto, to propel the same, called ‘Elisha Town's Improved Engine Wheel for inclined planes,’ and I do hereby declare that the following is a full and exact description.

“The nature of my invention consists in attaching a wheel of proper dimensions, with a groove in its rim, similar to the wheels used to propel machinery by round bands, to the inside of such of the wheels of the locomotive that run on the rails on the level road, as the power of the engine is applied to, in propelling the engine car. At the commencement of the inclined plane, the ordinary rail stops, and another of the same shape starts, but laid within the other, to correspond to the grooved wheels, and as the grooved wheels come on to this, it raises the other wheels from the ordinary rail, and the groove, by embracing both sides of the rail, produces sufficient friction to enable the locomotive to propel itself, and a train of cars, up the inclined plane.

“The grooved wheel should be proportioned in size, and the bevel of the groove should vary in its inclination to the steepness of the ascent to be overcome, and should be used only on the inclined plane.

“It is proposed to use the ordinary kind of rolled iron rail, hardened, to run the grooved wheel on; but cast-iron, or steel, of a similar shape, may be used.

“For the cars there should be a set of wheels with two bearings to each, with a flanch in the centre between the bearings; one bearing for the bevel rail, and the other for the inclined plane.

“The rails to the inclined plane must run past the ends of the horizontal rails, sufficiently far to have the wheels pass properly from one set of rails to the other.

“What I claim as my invention, or improvement, and desire to secure by Letters Patent, is the application of grooved wheels to locomotives to enable them to propel themselves and a train of cars up an inclined plane.”

*EXPORTATION OF IRON RAILS*.—The British barque *Emma*, with 3,183 iron rails (395 tons) for the Eastern Railroad Company, arrived at Boston on Tuesday, from Newport, Wales. The work of laying the rails on this road has been commenced at Lynn, beginning at the depot and proceeding towards Boston.—*New York Journal of Commerce*.*DISGRACEFUL CONDUCT*.—On Thursday week, while the railway coaches were in full operation, conveying the thousands of the inhabitants who preferred to spend their holiday in the country, it was discovered about three o'clock in the afternoon, that the rope, by which the coaches are dragged up the tunnel, had been cut nearly through by some malicious individual. The rope is composed of three strands twisted together; and one of these had been cut almost through. It is supposed that this act of wanton malice must have been committed early in the morning, and at the bottom of the tunnel, where the workmen are seldom present. In this state the rope had been doing duty during the whole of that busy day; and fortunately it was discovered before any evil consequences resulted from it. We observe the managers of the railway have offered a reward of ten guineas for the discovery of the miscreant.—*Edinburgh Chronicle*.

## STEAM NAVIGATION.

*THE ROYAL WILLIAM* made an experimental trip in the Mersey, in order to test the efficiency of the alterations which, since it had been determined she should cross the Atlantic, have been devised and adopted. The result of this trial was eminently successful. In order to decrease the mass of coal which it had been calculated the furnaces would consume, it had been contrived that a certain portion of turf should be mixed with the fuel, an expedient which it was imagined would not merely diminish the amount of dead weight, but would communicate heat to the boilers in a shorter space of time than would be occupied were the fuel to consist of an unadulterated quantity of coals. It has been ascertained by careful and minute examination that the admixture of turf will enable the *Royal William* to accomplish a voyage exceeding by one thousand miles the distance between New York and Liverpool. Another incident which occurred in the course of this experimental trip affords a gratifying indication of the progressive improvements in steam navigation. During two hours two only of the three boilers of the packet were used, and yet the speed of the vessel was not diminished. In the event of accident, therefore, it will be an easy matter to repair damage without interrupting the average rate of progress of the vessel. This packet, it may confidently be predicted, sets forth on her trip more completely equipped to encounter the chances and obstructions which she is to brave, and better qualified by her surpassing capabilities to narrow the space which separates the States from Great Britain than any of her competitors.*THE BRITISH QUEEN*.—This stupendous steam-ship, commanded by Captain Roberts, formerly of the *Sirius*, arrived at Port Glasgow on Saturday, and went into dock, where she is to receive her machinery. The *Queen* left Gravesham on Monday last, and was towed to Plymouth by the *Vulture* steamer. Between those places she had foul winds. At Plymouth the *Vulture* left, and the *Queen* then came right round by the Land's-end in fine style, carrying all sail, and beating every vessel on her way, especially a French brig, which attempted to compete with her for some time. Having arrived at the tail of the bank early on Saturday morning, she was towed into the wet dock at eleven by the *Sampson* steamer, the top of whose funnel, it was observed, just reached the height of the *Queen's* paddle-box. No one can have any proper idea of the vastness of this vessel, unless he goes on board. She measures 1862 tons; the deck is flush, there being no obstruction of paddle-boxes or machinery in the whole of her length, which is 275 feet—nearly double the length of Nelson's monument in the Green. The American and British flags flaunted at her masts on Saturday. The interior of the vessel is equally wonderful—it is like a little town, there being two flats of berths, which amount, we are given to understand, to 300. The *Queen* has a full length likeness of her Majesty in front, and is supposed to be the largest vessel in the world, being thirty-five feet longer than any ship in the British navy. She was built by Messrs. Curll and Young, of Limehouse, for the British and American Steam Navigation Company; and when she gets in her machinery, which Mr. Robert Napier of this city is to have the high honour of furnishing, the *Queen* will ply betwixt London and New York. Every person who saw her before she left the Thames, including many naval officers of high rank, expressed themselves in terms of admiration of the handsome appearance of this vessel, and she proved herself a capital sailor on her way down, her general running being about eleven knots an hour.—*Scottish Guardian*.*EFFECT OF STEAM NAVIGATION*.—Steam-boats have already done more to cement the union between England and Ireland than all the acts of Parliament which have passed since the reign of the second Henry. Agricultural industry in the latter country has received an extraordinary impulse from the opening of the new and steady market, where demands increase faster than supply. The total value of live animals imported from Ireland to Liverpool alone, during the year 1837, amounted to nearly four millions sterling, and the importations to Bristol are scarcely inferior. The value in money of one seemingly unimportant article, eggs, taken in the course of the year, to the above two ports from Ireland, amounts to at least 100,000*l.* The progress of this trade affords a curious illustration of the advantages of commercial facilities in stimulating production, and equalising prices. Before the establishment of steam vessels, the market at Cork was most irregularly supplied with eggs from the surrounding districts; at certain seasons they were exceedingly abundant and cheap, but these seasons were sure to be followed by periods of scarcity and high prices, and at times it is said to have been difficult to purchase eggs at any price in the market.

## ORIGINAL CORRESPONDENCE.

## BRITISH COPPER MINING COMPANY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR.—As a holder of shares in the British Copper Mining Company, I have learned with surprise from my agent in London, that the contemplated dividend of 10s. per share, in return for the amount I have subscribed, has dwindled down to two shillings and sixpence. My informant says, although the company was virtually dissolved months since, that the directors have not only continued in office, receiving their salaries, but that of the secretary and messenger, as well as office expenses, have also been going on.

The quantity of copper ore said to be on hand was represented by the directors (if my memory serves me) at 600*t*. It produced, I believe, within three weeks afterwards, only about 260*t*. Will those gentlemen favour the proprietors with an explanation of the data on which the first estimate was founded, and further, will they also give us a statement of the sale?

It appears to me, there is as much jobbing in the winding-up of companies as there was in their projection. The insertion of this, or the substance in any comments from your able pen, will oblige,

N. P. R.

[We have given insertion to the letter of our correspondent, in the hopes that a satisfactory explanation may be afforded in our next number. We would refer him to the file of the *Mining Journal* for particulars of the sale to which he adverts, presuming it was by "ticketting." As to estimates, too frequently are they fallacious indeed. We recollect one made of ores on hand being valued at some 10,000*t*, or 12,000*t*, which were found afterwards to be so poor as not to cover the cost of dressing. All this is, however, to be avoided by appointing agents or managers who understand their business, and who possess the honesty to perform their duties. The markets, both in the "bal" district, and in the purloins of the Stock Exchange, have, however, been well weeded, and we look forward with hope to confidence being fully restored. It is not to be regretted that it is slow in its progress, a rapid re-action is ever to be feared. We care not how the market is, except for ores, while the report most satisfactory to us is the ticketting paper, and that manifests a decided improvement in the returns of late.—ED. M. J.]

## GREAT WESTERN RAILWAY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR.—There is a report in circulation that the directors of the Great Western Railway are pledged to support Mr. Brunel's plans, and that they are determined to persevere with them. This is not correct, the directors are pledged to act in the manner best calculated to benefit the proprietors; they will not hesitate to adopt any alteration which the proprietors may determine upon at the meeting next month, when a full and explicit report of every circumstance, will be laid before the meeting.

July 13. AMICUS.

## ON THE EXPLOSION OF STEAM-BOILERS.

TO THE EDITOR OF THE MINING JOURNAL.

SIR.—The very distressing accidents occasioned by the frequent bursting of steam-boilers, induces me to address you on this most important subject—important, inasmuch as human life is concerned—indispensable as a power, the use of which can, under no circumstances, be relinquished; and I feel it to be the duty of every one at all conversant with the nature, properties, and management of steam, to direct the attention of the public to the means of preventing such deplorable catastrophes, so that confidence may not be withdrawn from steam undertakings, nor the advantages arising from its use lost to navigation, to say nothing of its universal application in aid of arts, science, and manufactures, or the fact that the steam-engine has increased the power and resources of England to an extent before unknown, and has even negatived the influence of many mischievous laws. Convinced that ordinary precaution would entirely put an end to the calamities attending the explosion of boilers, I should not feel justified if I still remained silent. I have in several instances witnessed the terrible devastation caused by such explosions, and in every case they have been attributable to a deficiency of water. On an occasion which fell under my immediate notice, two boilers belonging to the same engine, supplied with water from the same source—(the boilers weighing together nearly forty tons), were literally blown to atoms; but this is an inevitable consequence if the water be not duly supplied; for when a small quantity of water only remains in the boiler, from the intense action of the calorific, it soon attains a fatal ascendancy, the water becomes suddenly decomposed. Hydrogen and oxygen gases are immediately disengaged, the explosive force of which, great beyond all calculation, would render nugatory, "safety valves," or any other invention of man to avert explosion; but such disasters could never occur if even the slightest attention were paid to the feeding apparatus attached to the machinery, for that is the seat and sole cause of all the mischief.

The water is driven into the boiler by a forcing pump or plunger, with which a valve (or, as it is technically called, a clack) is connected at the bottom of the working piece; it is only for this valve to be put out of order, and the necessary supply of water to the boiler at once fails, but the most trifling attention would remedy this.

In all boilers there is, or should be, a cock called the water guage, below which the water should never be permitted to fall; and whether it is at its required height is at once ascertained by simply turning the handle. And here I would suggest the propriety of the legislature forthwith enacting a law, compelling all persons having charge of engines to examine the guage at stated intervals, and to inflict severe penalties in case of neglect. If this was attended to, we should hear no more of those horrible disasters.

Unwilling as I am to impute blame to any party under such a frightful and appalling accident as happened to the *Victoria* steamer from Hull, I cannot refrain from remarking that there seemed a lamentable want of foresight—nay, I may say a want of knowledge of their business on the part of the persons employed. What could the third engineer have been about when he saw, as he admits, the boiler was in an overheated state all the day? It is wonderful that he should not have concluded in a moment that a lack of water was the cause. He should, and those about him should also have known, that otherwise it would only at most have attained a degree of heat equal to 212° Fahrenheit, and it is most strange, having for a considerable time found great difficulty in raising the steam, they were not induced to examine the guage, and to ascertain if from any cause the water had failed; for in the event of any material diminution of the inference is natural, "there would be a difficulty in raising the steam." But it is said the boilers of the *Victoria* were badly constructed. They may have been; I have not had an opportunity of examining them; but of this I am certain, that the best constructed and the strongest in the world would have shared the same fate under similar circumstances. It is a matter of regret that the power of steam, and the properties of water, are so little known to the public generally. It was only a few months since, Mr. Editor, that we were told by all the leading journals, and many of the provincial ones repeated the wondrous tale, that the bursting of a steam boiler in one of the coal mines in the north, where several lives were lost, was ascribable to the severity of the weather, the safety valve being frozen down. It might with equal truth have been asserted that the fire underneath had been converted into an iceberg.

I am, sir, yours, &amp;c.,

HUMANITAS.

## ACTION OF SULPHATE OF AMMONIA UPON GLASS.

A mixture of muriate and nitrate of ammonia strongly corrodes glass, particularly glass containing lead. Sulphate of ammonia has precisely a similar action. As this salt upon being heated parts, with a portion of its base, it may be considered as a salt with excess of acid. When heated in a glass vessel to the temperature of 316° Fahrenheit, it begins to melt; up to 600° Fahrenheit it does not suffer any further changes; at this temperature ammonia is driven off, sulphate and sulphite of ammonia sublime and the glass vessel is much corroded. The whole inner surface of the glass becomes dim, while the sulphuric acid combines with the potash, and probably the ammonia as it is driven off combines with the silicic acid. The glass generally flies to pieces and in the centre is much acted upon; the fragments are fused with difficulty, and are recognised by the blowpipe as sulphate of potash. I have often further remarked that the watch-glasses (containing lead) which I am in the habit of using, to dry substances in vacuo over sulphuric acid, after from two to four weeks become covered with numerous flaws, and small splinters may be easily separated from them. I have not been able to detect any loss of weight, therefore the appearance cannot be due to the abstraction of any air contained in the glass, as Bischof, who observed something similar, surmises. I have never observed the same action to take place upon the glass of the air-pump or upon other glass. R. F. MANHAND.—*Poggendorff's Ann.*

NATIONAL BANK OF SCOTLAND.—We understand that the National Bank of Scotland are immediately to open a branch of that establishment in the Island of Islay, under the management of Duncan McAlister, Esq., merchant and post-master, Bridgend there.—*Edinburgh Chronicle*.

## RAILWAY INTELLIGENCE.

MALES ON RAILWAYS BILL.—This bill was considered in committee in the House of Commons yesterday, and reported; the further consideration of the report to take place on Monday next; the bill, as amended, was ordered to be printed.

LONDON AND SOUTHAMPTON RAILWAY.—On the 1st of September next, the London and Southampton Railway will be open as far as the great western road leading to Exeter, and the Southampton end as far as Winchester—making in the whole fifty-three miles of this great undertaking completed.

MIDLAND COUNTIES RAILWAY.—The following is the engineer's return of the number of men and horses employed on the works of the Midland Counties Railway, on the 30th of June, and of the quantity of earth-work excavated from the 4th to the 30th of June:—4038 men, 385 horses, 213,933 cubic yards of earth-work.

BIRMINGHAM AND GLOUCESTER RAILWAY.—The first bridge to be erected on Balsall Heath, over which the Gloucester Railway will pass, is completed; and the excavators are very rapidly progressing in their labours, by removing the earth from the hill at Moseley, in the direction of Camp-hill. The embankment at its highest elevation from the natural level of the ground, on Balsall Heath, will be about twenty-eight feet.

AYLESBURY RAILWAY.—The whole of the land required for this railway has been purchased at prices within the sum originally estimated. The contract for making the railway has been let to Mr. J. R. Chapman, one of the most experienced contractors on the London and Birmingham line, at a sum below the engineer's estimate, under a penalty to complete the same by November next. One-third of the earth-work of the whole line is completed; the brickwork is also in a state of great forwardness, and the embankment is made up at the point of junction with the London line. In consequence of the progress of the undertaking, the directors have resolved to call up the whole of the capital, and to allow shareholders a discount of 5*t*. per cent. upon payment of the remaining calls due upon their shares.

ST. GERMAIN RAILROAD.—A malicious attempt was made a few days ago to cause an accident on this railroad by a labourer employed on it, who placed a log of wood on one of the rails in the forest of Vesinet. Fortunately the wheel of the locomotive engine split the wood, and thus the shock, which might otherwise have been attended with serious consequences, was prevented. The man has been arrested and committed to prison.

RAILROAD FROM COBLENZ TO EMS.—A joint-stock company is establishing at Coblenz, for forming a railroad from that city to Ems, which will be carried by a tunnel, about 3*t*. French leagues in length, through the heights of Pfaffendorf, near Ehrenbreitstein, and will, consequently, be longer than any railroad tunnel out of England. The road is estimated to cost 360,000 thalers (about 1,300,000 francs), of which sum the tunnel will take 220,000 thalers.

LONDON AND GREENWICH RAILWAY.—(*From a Correspondent.*)—We congratulate the proprietors of the London and Greenwich Railway on the result of the meeting held on the 6th instant, by the appointment of a committee so eminently qualified by their high respectability and perfect business habits, to fulfil the duties they have undertaken, and promote the general interests of the shareholders. The whole of the directors have, it is understood, tendered their resignations to the committee.

LONDON AND BIRMINGHAM RAILWAY.—This company has petitioned against the mails by railway bill; in the course of which petition they state the following two facts:—1. "That up to the present time, a sum exceeding 4,300,000*t*. has been expended upon the railway, and the engines and carriages necessary for the use thereof, and a large additional sum will yet be required to finish it;" and, 2. "That no return whatever has yet been made to the petitioners on this outlay."

THE RAILROAD MANIA.—To show the height to which the railroad fever rose in 1837, it is only necessary to state that in that single year notices were given for 118 intended applications for railway bills; that of these, seventy-nine were actually introduced, of which forty-two were passed, and the rest either withdrawn from the want of funds, or rejected, we presume, for their excess of folly. Of the forty-two which received the royal assent, only fourteen were for new lines, whose aggregate length is 471 miles, and estimated cost 6,861,285*t*. or 14,566*t*. per mile; the expense of working them, about 45 per cent. of the gross revenue, amounting to 1,575,802*t*. of which 923,078*t*. is to be obtained from passengers, and the rest from goods.—*Frazer's Magazine*.

NEWCASTLE AND NORTH SHIELDS RAILWAY.—On Friday week a Sheriff's Court was held in the Moot Hall, before M. Clayton, Esq., Under-Sheriff for Northumberland, and a special jury summoned for the occasion, to assess damages in the suit of George Rippon, Esq., v. the Newcastle and North Shields Railway Company. It appears that Mr. Rippon is the proprietor of two mansions called Field House and Waterville House, in the immediate neighbourhood of North Shields, together with lands adjoining, and that the intended line of the Newcastle and North Shields Railway Company will cut through the property at a very short distance from the mansions; that in fact the line of railway will there terminate, and accordingly the company, in virtue of the powers vested in them by Act of Parliament, have inclosed a portion of Mr. Rippon's land, eighty-seven feet in width, and of sufficient length for the erection of a station-house, &c., making in all 4024*t*. square yards. Having taken possession of the land, the company made a tender to Mr. Rippon of 1350*t*. for the loss he was to suffer, and this being refused it became necessary to have the question determined by a jury. Mr. Granger appeared for Mr. Rippon, and called several witnesses to show that the land in question was highly suitable for building purposes, and ought to be paid for at the rate of 6*t*. per square yard; and that the effect of the railway and station upon Field House and Waterville House would be to lessen their value to the amount of 600*t*. On the other hand, Mr. Temple, on the part of the company, contended that they had made a most liberal offer to Mr. Rippon, but no witnesses were called to disprove the testimony on the other side. The jury having retired for upwards of half an hour, brought in a verdict as follows:—viz., that the value of the land was 1006*t*. 2*s*. 6*d*., or 5*t*. per square yard; and that in addition to that sum, Mr. Rippon was to be paid 500*t*. on account of damages.—*Durham Advertiser*.

RATING OF RAILWAYS.—At the quarter sessions for the county of Chester, held at Knutsford on Tuesday, an appeal by the Grand Junction Railway Company against the assessment for the relief of the poor of the township of Hartford came on for trial before Mr. Trafford Trafford and a full bench of magistrates. It was admitted by the counsel on both sides that the distance of railway passing through the township of Hartford was one mile and 470 yards; that the amount of tonnage received by the railway company for the whole length of line between Warrington and Birmingham was 1,236*t*. 0*s*. 6*d*. per mile, which, for the Hartford distance, was 1,521*t*. 13*s*. 6*d*. Mr. Cottingham, in stating the respondents' case, said the only point in dispute between the parties was the amount of deductions to be made on account of the expenses incurred by the company in maintaining the railway in a working and tenable condition, which he should be able to prove by the evidence of Mr. G. Stubs, the lessee of the railway running from Newton to Warrington, for the three years preceding the opening of the Grand Junction line, did not exceed on the average 55*t*. per mile; which, deducting 50*t*. per mile for poor-rate, would leave 1,186*t*. as the sum per mile on which the company were liable to be assessed. The learned counsel contended at some length that no other deduction ought to be allowed. Mr. Stubs was then called, and stated that he was lessee of the Newton and Warrington railroad for 2*t*. years; and that the expense of repairs did not exceed 55*t*. per mile; and he believed that the Grand Junction Railway would not cost more than the Newton and Warrington did at that time. Dr. Brown, in answer to this case, said, the opposing counsel had not in any way applied himself to the question as to what rent could be obtained, in the event of the railway being let to a tenant, and that point would bring the case of the company fairly under consideration. In the celebrated case of the Duke of Bridgewater's canal, it had been decided in the Court of King's Bench that the entire produce of the land, minus the expenses, was not to be taken as the rental. In his opinion, canals and railways ought to be placed in the same position as that of the occupiers of land; and in the case to which he had alluded, the judgment was, that the rental should be assessed on the tolls, deducting the cost of repairs and maintaining the canal, and also a tenant's profit. With regard to the expenses of maintaining the road, he contended that the 55*t*. named by Mr. Cottingham was totally inadequate. He should be able by evidence

to prove, that the cost incurred in the engineering department, the police, and gatekeepers, was 49*t*. 11*s*. 5*d*. per mile; that the maintenance of the railway was 250*t*. per mile; and as another item of expense, that of walls and fences, which were necessary to the railway, and cost 49*t*. 6*s*. per mile, all which deductions ought to be admitted, instead of the 55*t*. stated by the appellants' witness. One other item was the expense of the collection of the tolls, and in the Oxford canal case 5*t*. per cent. had been allowed, and 20*t*. per cent. for tenant's profit. There were twenty-six stations on the Grand Junction Railway, and he could not suppose for a moment that the Court would consider the charge of 5*t*. per cent. too much for the trouble of collecting the tolls, or 10*t*. per cent. too much as profit. Several witnesses were then called, who proved the facts as stated by Dr. Brown. After which Mr. Cottingham replied; and the magistrates retired for a short time. On again entering the court, the chairman said they were of opinion that the rate ought to be amended. They would allow 300*t*. per mile for the expenses of repairs, engineering, gatekeepers, police, and fences; 30*t*. 18*s*. per mile, or 2*t*. per cent., for the collection of the tonnage; 247*t*. 4*s*. per mile, being 20*t*. per cent., as tenants' profit. The rate was therefore amended pursuant to this decision—viz. reducing the rateable value per mile from 1,500*t*. to 607*t*.

## SOLDIERS AND RAILROADS.

On the 1st of January there were in Great Britain 22,878 soldiers, of whom 20,056 were effective. In Ireland there were 19,766, of whom 16,966 were effective. The total number of effective was 37,022. It is not our present purpose to show that there is no necessity for one-half of his force, but to inquire, if it must be that so many men should be kept at the public expense, why they should be kept idle?

We believe that no military man, unless he be a martinet of the old school, will venture to say that soldiers could not labour four days in the week without interference with discipline, or injury to health. On the contrary, it must be allowed that they would gain greatly by this moderate labour both in bodily strength and in sober and industrious habits, and would not only be more effective if called into the field of action, but by being trained to work they would fall naturally and easily into the rank of citizens when discharged from the army, instead of being unfit for any industrious occupation.

Assuming then, that effectives might be employed as labourers four days in the week, and that from 1816 to 1837 inclusive, we had in these countries 30,000 such soldiers, each (all being stout young men) capable of earning 10*t*. a week by the labour of those four days, the calculation of loss to the country, by keeping them idle since the termination of the war, is very easy; 30,000 men at 2*s*. 6*d*. a day, or 10*t*. a week, might have earned for the country 780,000*t*. a year, which, multiplied by twenty-two, amounts to the vast sum of 17,160,000*t*. We have supposed that the average wages would be 2*s*. 6*d*. a day, somewhat more than the wages of a stout active young labourer, because probably one-fourth of the whole number would be blacksmiths, stone-masons, bricklayers, joiners, &c. earn much higher wages.

Seventeen millions, one hundred and sixty thousand pounds lost to the country since the peace, by keeping men idle who might have given their labour to the country!! This labour employed in making railroads, at an average expense (exclusive of warehouses at the various termini), of 20,000*t*. a mile, would have completed 855 miles. Thus, a main line to Exeter, a main line to Manchester, and thence to Glasgow, a branch from Weedon through Yorkshire to Newcastle, and a branch from Stone to Liverpool, might have been formed by the easy labour of men who have been kept at the public expense doing nothing! Or, supposing there had been only a Great Western and a Great Northern line from London, there might also have been a Great Northern and Great Western line from Dublin, leaving to private enterprise the making of all the branches.

There is now no recalling the enormous loss; but there is no reason why its continuance should be inflicted on the people. There are many lines of railway which would be advantageous to the country that might not afford a remunerating return to private speculators; such, for instance, as the connection of Lancashire and Lancashire by a line northwards from Lancaster. In such cases Government might take shares to the amount of the labour contributed, receiving such dividends as might accrue to the other shareholders.

Or Government might give an impulse to another means of conveyance even more valuable than railways. Why should we not, with such labour at our disposal, have a canal, sixty feet wide and eight feet deep, from the Thames to the Mersey, passing through the iron and the earthenware districts, with a branch, passing through the Midland Counties to the Humber?

We offer these observations merely as hints. The subject deserves the attentive consideration of every man in the community whether he be rich or poor, landowner or manufacturer. Either we must have fewer soldiers, or have work from them in return for their support by the community.—*Manchester Times*.

[Our contemporary does not appear to us to take either a very correct or comprehensive view of the question. Were soldiers to be employed on the railways in the manner proposed, what would become of the present labourers.—How are the thousands now employed to earn their bread, and maintain their families? While military discipline must be unavoidably slackened on one hand, thousands of labourers must go to the workhouse on the other. What, then, becomes of the boasted saving and advantage to the country?—ED. M. J.]

BANK OF IRELAND CHARTER.—Some anxiety has of late prevailed amongst our monetary circles, to ascertain what are likely to be the terms upon which the Chancellor of the Exchequer proposes to renew the charter of the Bank of Ireland, and also when he intends to bring the matter before Parliament, inasmuch as six months have passed away since the Government have had the option to give the twelve months' notice, which would cause the charter of that corporation to expire. There, however, is no doubt whatever respecting the renewal, since it would be very inconvenient for Government at present to pay off the 2,630,000*t*. now due to the Irish bank; but there are very strong and unprejudiced opinions that the renewal of that charter should be attended with very strong modifications respecting its monopoly. These modifications are the more necessary, since that bank has always been considered a political bank; and its monopoly, though great, has often been so capriciously exercised, that whilst it has done little or no good for the community within the range of its exclusive privileges, it has frequently done harm to the interests of its proprietary. It is also known that the Bank of England direction have frequently been very jealous of the operations of the Bank of Ireland, and that there have been parties within the *sanctum* of the former body, as well as parties out of doors, who, if they have not absolutely charged the direction of the Bank of Ireland, by the mode in which they have occasionally conducted their business, with fostering the causes of the commercial panics of the past few years, have, however, insinuated that the first symptoms of a coming crisis were to be discovered by some particular transactions of that bank; on this matter we believe one corporation to be entitled to as much blame as the other, with this difference, that the Bank of Ireland is placed in a much less advantageous situation than the Bank of England, inasmuch as the city of Dublin is not, like that of London, the emporium, or grand mart, for the bullion of the whole world; therefore, as bullion can only be obtained in Dublin, or any other city of Ireland, by a species of secondary process, it accounts in some degree, for the capricious mode in which the Bank of Ireland regulates its issue. Still these concurrent circumstances cannot tend much to the permanent prosperity of the fertile districts comprehended within the fifty miles round Dublin. Hence, if there are reasonable doubts as to the propriety of continuing to the Bank of England corporation its present monopoly after the expiration of their present charter, it is argued by practical men that the renewal of the charter of the Bank of Ireland should be attended with some considerable modifications.—*Herald*.

According to the best information to be obtained in the city, nothing is done

## PUBLIC COMPANIES.

## MEETINGS.

**CANDONGA MINING ASSOCIATION.**—A Half-Yearly GENERAL MEETING of proprietors of the Candonga Mining Association, will be held at the office of the Association, 8, Nicholas-lane, King William-street, on Monday, the 30th day of July current, at One o'clock in the afternoon precisely, to receive the half-yearly report of the directors.

By order of the board of directors,  
Candonga Mining office, July 2.  
G. H. HEPPEL, Sec.

**COPIAPO MINING COMPANY.**—Notice is hereby given, that the THIRD ANNUAL MEETING of proprietors will take place at the company's offices, on Thursday, the 26th instant, at One o'clock precisely.

By order of the directors,  
22, Austin-friars, July 9.  
FRED. GRELLETT, Sec.

**THE DUKE OF CORNWALL'S HARBOUR, and LAUN-**  
CESTON and VICTORIA RAILWAY COMPANY.—Notice is hereby given, that in pursuance of the Act of Parliament, the next HALF-YEARLY GENERAL MEETING of the Proprietors of this Company will be held at the London Tavern, Bishopsgate-street, in the City of London, on Thursday, the 2d day of August next, at One o'clock precisely.

By order of the Board,  
Office, 3, Cophall-buildings, July 12.  
GEORGE DYSON, Sec.

**UNITED MEXICAN MINING ASSOCIATION.**—Notice is hereby given, that a HALF-YEARLY GENERAL MEETING of proprietors of this association will be held at the London Tavern, Bishopsgate-street, on Wednesday, the 25th day of July instant, at One o'clock precisely, when the election of directors and an auditor will take place, and the directors will then report to the meeting the course to be taken with respect to the loan of £57,000, borrowed pursuant to the resolutions of a general meeting of proprietors, held the 23d February, 1829.

34, Old Broad-street, London, July 5.

## CALLS.

**CORNUBIAN LEAD AND SILVER MINE,** in the parish of Perranzabuloe, county of Cornwall.—Notice is hereby given, that at the general meeting of shareholders in the above mine, held at Devonport on the 1st instant, it was resolved that the directors be empowered to call for a further INSTALMENT of ONE POUND per share, to work the mine; and that Ten Shillings thereof be paid as a Fourth Instalment, on or before the 23d of July next, and the other Half when the directors find it necessary, at either of the following places:

London.—The London and Westminster Bank

Truro.—The Western District Bank

Devonport.—The Western District Bank

where the shares will be endorsed as heretofore, to protect them against forfeiture. It was further resolved at the said meeting of shareholders, that the Forfeited Shares may be redeemed before the 23d of July next, upon payment of the arrears of calls, with the addition of a Fine, as follows:—Those forfeited on the first call, 10s. each; Second ditto, 7s. 6d. ditto; Third ditto, 5s. ditto.

By order of the directors,  
R. LAWS, Secretary.

**GREAT WHEAL CHARLOTTE MINING ASSOCIATION.**—The directors hereby give notice, that a CALL of TEN SHILLINGS per share is this day made, and must be paid to the bankers of the Association, Messrs. Barclay and Co., 54, Lombard-street, on or before the 4th day of August, and it is requested that the shares and receipts be afterwards left at the office of the Association one clear day to be endorsed. All shares upon which any call is not regularly paid become forfeited according to the rules and regulations on the scrip, and such shareholders as have not already exchanged their receipts for the scrip are requested to do so immediately.

10, Lawrence Pountney-ill, July 3.

By order of the directors,  
J. BAWDEN, Secretary.

**TRELEIGH CONSOLIDATED COPPER MINES.**—Notice is hereby given that a further CALL of SEVEN SHILLINGS AND SIXPENCE per share has been made, payable only to the company's bankers, Messrs. Vere, Sapte, Banbury, and Co., Lombard-street, on or before the 7th day of August next, and that all shares on which the above-mentioned call shall not be paid within one month after that day will be forfeited. The bankers' receipts and the scrip certificates are required to be brought to the company's office, 23, Threadneedle-street, that the payment of the call may be registered.

By order of the directors,  
J. BAWDEN, Secretary.

**WEST CORNWALL MINING ASSOCIATION.**—The directors of this association hereby give notice, that an INSTALMENT of ONE POUND per share is required to be paid within Thirty days from this date, to work Wheal Elizabeth mine, to either of the following banking establishments, viz.,

Liverpool.—The North and South Wales Bank

London.—The London and Westminster Bank

Truro.—The Western District Bank

where the numbers of the shares will be registered, and the payment endorsed on the scrips.

By order of the directors,  
R. LAWS, Secretary.

**EUROPEAN GAS COMPANY.**—Notice is hereby given, that THE HALF-YEARLY DIVIDEND, due on the 1st of August next, will be paid at the Company's offices, 39, Finsbury-circus, London, on that and every following day, between the hours of Eleven and Three o'clock.

By order of the board,  
ARTHUR SPEAR.

**THAMES OMNIBUS, STEAM-PACKET, AND PIER COMPANY.**—Capital £200,000, in 20,000 shares of £10 each.

The Prospectus of this Company will be ready for delivery on Wednesday, the 18th inst.

2, Bolton-row, Mayfair.

**LONDON POTTERY COMPANY.**—Capital £100,000, in 5,000 shares of £20 each. Deposit £2 per share.

DIRECTORS.

Joshua Brandon, Esq.  
Hugh Bowditch, Esq.  
George Bulmer, Esq.

BANKERS.

Surrey, Kent, and Sussex Joint-Stock Banking Company, 71, Lombard-street.

SOLICITORS.—Messrs. Tatham and Vigne, 50, Lime-street.

PROSPECTUS.

This company has been formed for the purpose of introducing the manufacture of earthenware and china to the banks of the Thames.

The demand for this useful and beautiful manufacture has hitherto been almost entirely supplied by the Potteries in Staffordshire—locality which burdens it with an enhanced price from its distance from the raw materials, and from the great expense of sending the ware to its most valuable market in the metropolis. Notwithstanding these serious disadvantages, the consumption has yearly increased; and it is ascertained that the annual value of the various kinds of pottery amounts to £1,500,000. The exports have risen, in declared value, from £40,812, in 1827, to £83,774, in 1836.

The present company, by having a cheaper access to the raw materials, and by other facilities which the vicinity to London presents, will be enabled to supply every description of pottery at less expense, and thereby largely to increase the consumption of this essential article of domestic ornament and convenience.

The chief ingredients employed in the composition of pottery are clay and flint. The first is obtained from Dorsetshire, Devonshire, and Cornwall, where it is shipped to Liverpool, and, after an inland navigation of nearly fifty miles by the Bridgewater and Grand Trunk Canals, it reaches the Potteries. The saving in the transit of clay will be considerable.

The carriage of the ware from the Potteries to London is 6s. per ton, which will be entirely saved, as well as the large deduction invariably made for breakage.

Other materials, such as cullet, zaffers, cobalt, dry white lead, litharge, &c., are purchased in London.

The cheapness of coal in Staffordshire is the only apparent advantage which the Potteries possess over metropolitan competition; but the sources of profit above stated will amply compensate for the difference of price in this article.

The above calculations of profit have been tested by practical experience and confirmed by personal inquiries in Staffordshire; this undertaking is, therefore, confidently recommended to the public as a highly profitable investment of capital, and as the means of creating a new and valuable seat for a branch of industry which presents a beautiful union of science and art.

All applications for shares in the above company must be made on or before the 20th day of July, on which day the directors will proceed finally to allot the shares to the several applicants. Prospectuses are now ready, and may be had at No. 5, Lime-street, where all letters for shares must be addressed, post paid.

**ANTI DRY-ROT COMPANY.**—At a numerous Meeting of the Shareholders, held this day, to receive the Report of the Directors as to the present state and prospects of the Company, and to name a time for the declaration of a Dividend.

W. R. VIGERS, Esq., in the Chair.

The Report of the Directors having been read, it was moved by Simeon Warner, Esq., and seconded by John Middleton, Esq., and resolved unanimously:—

That the Report now read be received and printed, at the discretion of the directors.

Resolved unanimously, That F. Waller, Esq. and W. Heseltine, Esq., be Auditors of the Accounts of the Company.

It was moved by Samuel Amory, Esq., and seconded by James Norris, Esq., and resolved unanimously,

That the cordial thanks of the shareholders be given to the Directors for the zeal and ability with which they have conducted the affairs of the Company, and that this resolution be appended to the report.

Resolved unanimously, That this meeting do adjourn until Monday, the 22d October, at which time a Dividend of £2 per share will be declared payable in November next.

W. R. VIGERS, Chairman.

It was moved by Captain Ewbank, seconded by S. N. Barber, Esq., and resolved unanimously,

That the cordial thanks of the meeting be given to William Revel Vigers, Esq., for his able conduct in the chair this day.

N. B. The Report of the Directors and the official documents of the Dutch Government, which occasioned their adoption of the process, will be ready for delivery to the shareholders on Monday, the 23d inst., at the Office of the Company,

2, Lime-street-square, July 12.

**THE PATENT SAFETY FUZE,** for BLASTING ROCKS in Mines, Quarries, and for Submarine operations. This article affords the safest, cheapest, and most expeditious mode of effecting this very hazardous operation. From many testimonies to its usefulness with which the Manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F. R. S., &c. &c.

"I am very glad to hear that my recommendations have been of any service to you. They have been given from a thorough conviction of the great usefulness of the Safety Fuze; and I am quite willing that you should employ my name as evidence of this." Manufactured and sold by the Patentees, BICKFORD, SMITH, and DAVEY, Camborne, Cornwall.

**SWANSEA HARBOUR IMPROVEMENTS.**—CONTRACT No. 1.—CONTRACTORS FOR PUBLIC WORKS desirous of Tendering for the Excavation of the Waste Water Cut for the River Tawe, and other works connected therewith, may inspect the plan, sections, and specification, and form of Tender for the same, on and after Tuesday next, the 17th instant, between the hours of ten and four o'clock, at the Office of the Harbour Trustees, Swansea, or that of the Engineer, H. H. Price, Esq., 4, Parliament-street, London; and all Tenders must state the nature of the security offered, and be delivered personally, sealed and directed, to the Chairman of the Trustees of Swansea Harbour, before twelve o'clock on Monday, the 6th of August.

S. PADLEY, Clerk to the Trustees.

## MEETINGS OF SCIENTIFIC BODIES.

## IN THE ENSUING WEEK.

SOCIETY.	PLACE OF MEETING.	DAY.	HOUR.
London Electrical	Adelaide-street	Saturday	7 P.M.
Royal Asiatic	14, Grafton-street	Saturday	2 P.M.

## PUBLIC COMPANIES.

## MEETINGS.

London Conveyance Company	George and Vulture	July 16	12.
Essex Marine Salt Works	11, Abchurch-lane	16	4.
London, N. America, & W. India Asphalt	18, Adam-street	17	1.
South Wheal Leisure Mining Company	St. Mildred's-court	17	2.
Westminster and General Life	King-street, Covent-garden	17	1.
London Annuity Society	11, Chatham-place	18	1.
Mutual Life Assurance	37, Old Jewry	18	1.
Wheat Hennock and Christowe	On the Mine	19	12.
London, Exeter, & Falmouth Railway	London Tavern	20	1.
Ratcliff Gas Light Company	London Coffee-house	24	1.
United Mexican Mining Company	London Tavern	25	1.
Colonial Bank	City of London Tavern	26	1.
Copiapó Mining Company	22, Austin-friars	26	1.
Droitwich Salt Company	86, Lower Thame-street	27	12.
Candonga Mining Association	8, Nicholas-lane	30	1.
Argonia Iron and Coal Company	9, Liverpool-street	August	1.
West Cornwall Finsbury Harbour	London Tavern	2	1.
West Cork Mining Company	London Tavern	2	1.
Hibernian Mining Company	6, Austin-friars	3	1.

## DIVIDENDS.

Rhymney Iron Company	10s.	Office	July 10.
South Australian Company	4 per cent.	19, Bishopsgate-street	14.
Wine Consumer's Association	5 per cent.	37, Gt. Maribro' st.	16.
Bank of Australasia	4 per cent.	18, Aldermanbury	16.
United Kingdom Life Assurance	4 per cent.	8, Waterloo-place	20.
Minerva Life Insurance	4/-	84, King William-st.	21.
Revolutionary Interest Society	17	17, King's Arms-yard	23.
European Gas Company	Half-yearly	Office	August 1.
Commercial Bank, New Orleans	7 per cent.	London	Sep. Ember 30.
Standard of England Assurance	5 per cent.	15, Eden-quay	Half-yearly
City of Dublin Steam	3 per cent.	39, Throgmorton-st.	—
Aigas Life Assurance	4 per cent.	—	—
Llanelli Railway and Dock Company	—	—	—

## NOTICES TO CORRESPONDENTS.

Mr. Prideaux's communication has been received; we are obliged for the information, and hope to receive the paper at the time mentioned. Having already devoted as much space to the affair of the "West Wheal Brothers," as attention to other matters will allow, we are unable to insert the last letter of a "Subscriber."

THE MINING JOURNAL,  
And Commercial Gazette.

LONDON, JULY 14, 1838.

The late successful passages across the Atlantic by the *Sirius* and *Great Western* steam vessels, has naturally occasioned a considerable sensation in the commercial world, and has obliged even those who were unfavourable to the undertaking, and who predicted failure to the enterprise, to acknowledge that the capabilities of Steam Navigation have been greatly underrated, and that this extraordinary power, in its present improved state, is capable of achievements which have hitherto been looked upon as impracticable even by those who were well informed on the subject.

Although it cannot be complained that this vast triumph of Steam Navigation has been received with coldness, or that its value has not at once been acknowledged on both sides of the Atlantic, we are inclined to believe that its full importance is as yet by most persons very imperfectly seen, and that the attention it has hitherto excited is by no means commensurate with the greatness of the occasion. The result which has been accomplished is so important in itself, and has come so suddenly upon us, that we are almost unprepared thus early to appreciate its value—to understand the full bearings and consequences of an event, which, in the future history of the world, will stamp celebrity on the year 1838—the shortening by one-half, of the distance between the New World and the Old.

In the early part of the present year, attention was occasionally drawn to the *Sirius* and the *Great Western* by casual paragraphs and notices in the newspapers, some hasty exclamation was made by the reader on the boldness of the voyage for which they were destined, and some few parties who were most directly interested in their success, doubtless felt much anxiety as to the result; still no great sensation was created, nor was the public mind fixed upon the undertaking, in the manner that it frequently is upon matters of infinitely less moment.

How different now is the state of things; scarcely more than half the present year has elapsed, and the passage of steam vessels across the Atlantic, has not only been accomplished, but has already become a thing of fixed and regular occurrence. A vessel is announced to start on such a day for the United States, with the certainty of her arrival there at a given time, the duration of the voyage measured indeed to within a few hours. The passage

we shall find a quick and easy communication rendered practicable between England and Brazil, which cannot fail greatly to increase our commerce, extensive as it already is, with that vast and productive country—a commerce which it is the true interest of our merchants to cultivate to the utmost, since, from the tranquil and prosperous state of the Brazilian Empire—its natural riches and vast internal resources, and the liberal spirit in which foreign aid is received by the natives for the development of those resources, a wider field for the extension of our commercial relations is here afforded, than probably exists in any other part of the globe. Already we hear that measures are in progress for introducing Steam Navigation, by means of British capital, upon the Bay and Rivers of Bahia, which are well known to intersect one of the most rich and populous districts in the empire—a district almost debarred, from the nature of the country, from using communication by roads, yet at present possessing nothing but the most wretched and uncertain means of water conveyance.

If we turn from the Western to the Eastern Hemisphere, and look to India, with her hundred and thirty millions of population, subject to the British sway, of what immense importance it must be to this country, either in a political or commercial point of view, to facilitate communication with this mighty appendage to the British Empire, now removed from us for all general purposes by half the entire circuit of the globe. Long and anxiously has the population of India, both natives and British residents, looked forward to the accomplishment of this great object, and earnestly, though ineffectually, have they petitioned our Legislature on the subject.

All doubt of its practicability is at length removed, and nothing but capital and enterprise are at present wanting to carry into full and immediate operation that great desideratum—steam communication with India. We have now, then, briefly touched in the foregoing remarks, on some of the most prominent points connected with the recent extension of the powers of Steam Navigation, leaving many others which still require attention, for a future early notice.

#### THE FUNDS. CITY, FRIDAY EVENING.

Consols for money, ex div. at 93½, and for the opening at 95½. Bar-gains for the August account done at 95½. Three-and-a-Half per Cent. Red. Ann. 101½ money, and New Three-and-a-Half per Cents 101½ money, ex div. Bank Stock 205½ money, and India Stock 265 money, ex div.—premium upon Exchequer Bills 73 75.

Portuguese Old Five per Cents 70½, New ditto 36½ 5½, and the Three per Cents 24. Spanish Bonds, with May Coupons, 22½, and without, 21½ 4. Deferred 9½, and Drawn ditto 18. Brazilian Bonds 80, and Colombian 27. In Northern Securities, Danish Bonds are quoted at 75½; Dutch Two-and-a-Half, 54½; Old Fives 101½ 102; the New Loan, 99½. The New Belgian Scrip has receded to 2 prem. French Five per Cents are 112f. and the Three per Cent. ditto 80f. 75c., with the Exchange 25f. 50c.

Great Western Railway, 12 13½ pm.; Brighton, 1½ 2 dis.; Blackwall, 2 ½ dis.; Birmingham, 80 pm.; Southampton New, 18½ 4; Claridge's British Asphalt, 1½ pm.; United States, ½ pm.; British North American Bank, 2½ pm., ex div.; Colonial Bank, 1½ pm.; National Bank of Ireland have been done at 1½ dis., and the Union Bank of Australia at 4½ pm.

#### LATEST INTELLIGENCE.

CITY, TWELVE O'CLOCK.—Consols for Account, 95½; Exchequer Bills, 73 75 premium; East India Bonds, 77 79 premium; Dutch Five per Cents, 101½ 2; Ditto Two-and-a-Half per Cents, 54½ 3½; Portuguese Five per Cents, 35½ 6; Ditto Three per Cents 23½ 4. Railways:—Brighton, 1½ 1½ dis.; Great Western, 11½ 12½ premium; London and Birmingham, 80 82 premium, New, 23½ 24½ premium; Southampton, 42½ 3½ per share; New, 18½ 19½ prem.; York and North Midland, 2 1 dis.

REDRUTH, JULY 12.—Average standard, 104f. 12s. 0d.—Average produce, 8½.—Average price, 6f. 2s. 6d.—Quantity of ore, 4091.—Quantity of fine copper, 351 tons 0 cwt.—Amount of money, 25,478. 11s. 6d.—Average standard of last sale, 110f. 12s.—Produce, 7½.

LIVERPOOL SHARE MARKET, JULY 5.—There has been an inquiry to-day for Great Westerns, at advanced prices; also for Brightons, at former quotations. The market is firm but there is little doing. 6.—The market continues firm, but there is little doing. 7.—There has been a demand for Brightons to-day, and notwithstanding the dullness of the market, prices are steady. 9.—There has been but little doing to-day—Great Westerns have declined to 12f. pm. 10.—The market to-day has been very inactive. 11.—117f. pm. is offered for Grand Junctions. The market continues very inactive.—*Gore's Liverpool Advertiser*.

BIRMINGHAM SHARE MARKET, JULY 11.—The share market here has been far from active during the past week. Banking company shares remain firm; railways generally are depressed, with the exception of the Birmingham and Gloucester, which have advanced in price. Crown glass shares have also gone up, in consequence of the near completion of their works, and the prospect of a make of plate-glass in the course of a few days.—*Birmingham Advertiser*.

CORNWALL, JUNE 30.—Particulars of copper ores sold in Cornwall, in the quarter ending June 30th, 1838:—Copper Ore, 36,876 (21 cwts.)—Fine copper, 2846 tons, 11 cwt.—Amount of Money, 216,576. 10s.—Average Standard, 111f. 14s.—Average Produce, 7½.—Average Price, per 21 cwt. 5f. 17s. 6d.

THE EXPORTATION OF THE PRECIOUS METALS.—The exportation of gold and silver coin from the port of London to foreign ports during the past fortnight, ending the 10th instant, was as follows:—Gold coin to British West Indies, 73 oz.; silver ditto, 14,365 oz.; ditto Gibraltar, 6000 oz.; ditto Rotterdam, 16,000 oz.; ditto Canton, 1900 oz.

IRON TRADE.—The iron trade is daily assuming a more healthy state. The demand which, during the past month, has been steadily increasing, has now given almost full employment to the iron works in the neighbourhood. This state of things must lead to an advance in the price ere long; although it is doubtful whether the iron-masters will take this step so soon as the day fixed for their next quarterly meeting.—*Birmingham Journal*.—The Shropshire and Staffordshire iron-masters, at their quarterly meetings this week, have agreed to make no alteration from the last quarterly quotations. With respect to the prospects of the iron trade, we have pleasure in stating that they wear a very healthy appearance. Large orders for rails, for home consumption, have latterly been given out; and the principal houses are full of orders for other descriptions of iron. Large orders for rails have also arrived from America, subject to the contingency of raising money upon the security of ore in the States; and it is anticipated that, upon money matters in America improving, large quantities of thin and other descriptions of iron will be required in that country.—*Birmingham Advertiser*.

GRAND JUNCTION RAILWAY.—DETENTIONS.—The following is an account of the arrivals of 560 mail trains by this railway at Liverpool, Manchester, and Birmingham respectively, during twenty weeks, between July and November, 1837:—

At the  
Before Time      Exact Time      After Time.

Liverpool .....	176	113	271
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Manchester .....	171	91	298
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Birmingham .....	102	76	382
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Of the 1120 journeys, which were performed, reckoning Liverpool and Manchester as one, twenty-four exceeded the time more than one hour and a half, and ten more than two hours. The greatest delay was twelve hours and a half; the quickest journey was performed in forty-five minutes less than the fixed time.—*Journal of the London Statistical Society*.

#### MINING CORRESPONDENCE

##### ENGLISH MINES.

BORINGDON PARK MINING COMPANY.

*July 4.*—I beg to inform you that I inspected the Boringdon Park mine on Monday, the 2d inst. The lode in the thirty-seven fathom level, west of the steam-engine shaft is four feet wide, made up with mundic, spar, and fluecan, with some spots of lead intermixed, but on the whole poor; there is more spar in this end at present than I have seen since we commenced driving from the shaft; this is not an unfavourable appearance, although the change for minerals is very little. The thirty-seven fathom east of the said shaft, the lode is six inches wide, with mundic, spar, and fluecan—poor. The seventeen fathom level, east of No. 3 shaft, is driven about eight fathoms to the east of the fluecan, the lode is from twelve to eighteen inches wide, composed of a great deal of mundic and spar, with some good spots of lead. I have requested Mr. Britten to assay a sample of this lode, so in the course of this week we shall be able to ascertain whether it is worth any thing or not, of which you shall know the result. There is one thing I would call your attention particularly to; in looking at the ground that has been driven through in the adit level, east of No. 3 shaft, and taking the spots of gossan of this level into account, we might expect some favourable change in the seventeen fathom level in a short distance, but if I am disappointed, this gossan will prove a great cheat, as I before mentioned. The ground in this level is speedy for driving at 2f. 5s. per fathom; should the ground continue, we ought to drive sixteen fathoms in two months: this will bring us twenty-four fathom to the east of the fluecan, and if we find no change in the lode I shall be fully satisfied that the mine has been fully proved—at least this is my opinion. I intend to inspect the mine again about the 11th inst., when I will write on the subject.

W. WILLIAMS.

ST. HILARY MINING COMPANY.

*July 8.*—Seventy Fathom Level East.—Lode one foot wide, producing good ore.—Seventy Fathom Level West.—Lode fourteen inches wide, six of which is good ore. Stopes in back of said level, lode sixteen inches wide, producing good ore. Sixty Fathom Level East.—Lode two feet wide, with stones of ore. Sixty Fathom Level West.—Lode improved in size, with stones of ore. We have set one pitch since survey day, in back of forty fathom level, at 13s. 4d. in the 12, to two men.

C. H. RICHARDS.

GWINEAR MINING COMPANY.

*July 8.*—Thirty Fathom Level (west of engine-shaft).—Good ground, with some stones of tin. Twenty Fathom Level West.—No alteration. Winze (in bottom of said level).—Lode two feet wide—good tin. Stopes in back of said level producing good tin. Stopes in ten fathom level west, lode one foot wide—good tin. Stopes (east of engine-shaft), produces good tin.

C. H. RICHARDS.

BRITISH TIN MINING COMPANY.

*July 9.*—Twelve Fathom Level.—Holed to Roberts' shaft with a borer; we are now driving north to intersect the lode, by four men, two fathoms, at 4f. per fathom, which we expect to cut in a day or two; we shall also cut down Roberts' shaft to the twelve fathom level in a day or two: this bargain is let for 6f. Treleavor Adit.—Full of deads before us, consequently nothing of the lode can be seen as yet.

J. BRAY.

REDMOOR CONSOLIDATED MINING COMPANY.

*Callington, July 9.*—Herewith I beg to hand you the weekly report of these mines. In the sixty fathom level south the lode at present is divided into small branches, each producing a little silver lead ore; the ground is favourable for driving, also congenial for lead ores. In driving east, on Johnson's lode, at this level, the ground is rather hard, and having two men only in this end, it renders our progress slow; therefore the character of the lode is much the same as hitherto. At this level north the lode in the rise is from six to eight inches in width, yielding some good work for silver lead. The lode in the fifty fathom level north is about eight inches wide, saving work. In the forty fathom level south the lode is from four to six inches big, producing tolerable work. Johnson's whim-shaft men having completed the necessary work previous to sinking, they will this day resume sinking the said shaft below the forty fathom level. The prospects of the tributaries continue without material alteration. The two parcels of silver lead ores, sampled the 16th ult., were sold to Messrs. R. and W. Michell, on the 7th inst., as under, viz.:—No. 1.—19 tons (21 cwt.) 16 cwt. 2 qrs., at 16f. 14s. per 21 cwt., dry weight. No. 2.—31 tons 13 cwt. 3 qrs., at 5f. 7s. per ditto.

S. HARPER.

TAMAR SILVER LEAD MINING COMPANY.

*July 9.*—In driving the 135 fathom level south the lode is about two feet in width, and producing silver lead ores. In the winze, sinking under the 125 fathom level, north of the shaft, the lode is at present unproductive. We have no alteration to report in the south end at the 105 fathom level. We have resumed driving the ninety-five fathom level south, and the lode is about nine inches wide, kindly, and yielding silver lead ores. In extending the eighty-five fathom level south the lode is grey, but rather small. The shaft at North Tamar is sunk about seven fathoms and a half. Our monthly setting was held on Tuesday last, and all our pitches were re-set on favourable terms, and I consider the tributaries will get fair wages.

M. JAMES.

ENGLISH MINING COMPANY.

*Great St. George, July 10.*—We sampled to-day at Great St. George 480, at Wheal Leisure 284, and at Wheal Purdene 111 tons of ore. The quality of ore will not be found so good as the last sold from the former mine. Nothing of importance has taken place in the underground operations of either of the mines since the setting.

H. HUMPHRIES.

TINCROFT MINING COMPANY.

*July 4.*—There has been no alteration taken place in the appearance of the lode in the engine-shaft 132 west, or the 120 east and west since my last report. The lode in the winze sinking under the 110 has a kindly appearance for tin, ground favourable for sinking, this winze is not so far east as the productive ground. The stopes in the back of the 110 are producing very good work for tin; having now almost cleared the stuff in the 110 level, I hope to commence driving the end east in a few days, but we have still several hundreds of kibbles of tin stuff laying on the stulls in the back of this level. The lode in the 100 end east has very much improved for tin within the last few days. I calculate the end is now worth from 10f. to 15f. per fathom, and likely to be better. The lode in the ninety end is looking more promising than I have seen it for some time; I expect we shall have a good lode for tin there shortly. The eighty-one end is looking well for copper, worth from 20f. to 25f. per fathom; the winze sinking under the seventy-two is producing some tin stuff, but not rich. Our pitches on the whole are much the same as for some time past. We still find good spots of yellow copper ore in some branches of spar in sinking Palmer's shaft; the killas also has a kindly appearance. We have a very kindly lode in a winze sinking under the forty-five fathom level, at Dunkin's, with occasional stones of grey ore. We are now in course of fixing pipes in the 100 fathom level cross-cut to Dunkin's, hope to get the water from that level in about a week. We are also in course of clearing shaft on the Tincroft old lode, but have found it a greater job to do than I expected, at first the lode being taken away from the ends of the shaft has weakened the shaft so much that it will require a pretty deal of timber to secure it; notwithstanding, I hope to get it properly secured to the twenty-three fathom level in about a month, then we shall commence clearing under that level. We should have carried our tin to the smelting-house before now, but for an accident to the condensing work of our draught engine, that part called the receiver having burst, and its place being obliged to be supplied by a new one, the engine being idle while a new one was preparing and putting in, has thrown us back very much in our stamping and dressing operations; however, we are now in good course of working, and hope to sell our tin next Friday.

W. PAUL.

PERRAN CONSOLIDATED MINING COMPANY.

*July 7.*—Agreeable to our proposed new plan of operations, as recommended in my letter officially to you, bearing date 7th ult., and in reply to which, I received your sanction on the 14th ult. to proceed with the prosecution of the works in the eastern part of the mine denominated Windus's—I begged to state, that finding no improvement in the old mine either in levels or pitches, up to the 22d ult., I conceived it to be high time to suspend any further works therein, and have given orders to cease the engine, commence drawing up pit-work, &c., and are preparing for the erection of flat-rods as fast as possible for the eastern part, which we hope to set at work by the end of July. I think it right to state to you that our old mine is sunk to a depth of forty fathoms below the adit level, and although we sunk winzes, shafts, extended levels to the extent of 260 fathoms, in the thirty and forty fathom levels, we calculate that not more than five tons of ore was broke under the twenty fathom level, and not even half so much from the twenty as at the ten level, so that it is evident the lead in this part of the mine does not continue in depth; about 290 fathoms east of this place, which is so much nearer the Great Shepard's mine, perhaps the distance of only a mile, we believe on the same lodes where such a profusion of riches was met with; we are still led to entertain a great hope of successful results. On the back of these lodes where we have commenced operations, there is a very considerable quantity of broil thrown up to the surface, as if an eruption had taken place; it is, or as if, burnt, and very light as to weight, we believe its component parts to be chiefly iron, with small quantity of arsenic, &c., which indicates the strength of the lodes below. In addition to the kindly features of these east and west lodes, we are of opinion, that the North and South Mexico courses run just immediately across, about the centre of the ground which we have now commenced prosecuting. These lodes, at but a short distance to the north of our present new workings, have been wrought at the Mexico mine from time to time, to a very considerable profit, the produce being of the richest silver lead, and found at one period in an abundance, these north and south lodes forming intersections with the east and west lodes, certainly renders our eastern

ground a very desirable speculation, and by the end of September, I have no doubt of being able to see the different lode at a fifteen fathom level. The next object is the western part of the sett adjoining Budnick tin mine, which of late has, and at the present time is, producing so much tin, as to leave a regular monthly profit to the shareholders; the ground I allude to belonging to us, is called "Rose," about eighteen months ago, we worked it by virtue of a horse-whim, sunk and drained the water to a depth of ten fathoms below the shallow adit, and found the character of the lode and strata to be precisely as that in "Budnick," we then broke there and sold 14f. 15s. 3d. worth of tin; the water, however, was found so powerful, that we were obliged to discontinue the workings, since that time, however, "Budnick mine," by virtue of their proceedings, has entirely drained our part, and we have only to work, without the least water charge, this I consider to be a second object well deserving our notice, and we have set on a party of men there to sink the shaft. We calculate on laying out 50f. to 60f. per month in Rose, say from nine to twelve months, which I consider will give that part a fair trial. At Windus's, together with the establishment, we think will require a further sum of 250f. per month, say nine months, to get that part also properly developed, making altogether about 300f. per month. In doing the above work, there does not appear a doubt but that returns of tin and lead will be made, and a great chance of finding a permanent and profitable mine.

R. ROWE.

*July 9.*—We have completed drawing up the materials from the old mine, and I am happy to say without the least accident; the water is now up to the adit level. We are getting on rapidly with the new work for the flat-rods to Windus's, and shall work, we hope, by the time promised—say end of this month. At Rose we have sunk the shaft about four fathoms below the ten fathom level, but are now down to water. We intend to wait a few days in order to see whether the water will continue to sink deeper, and if not we must adopt some other means to drain it; the ground, so far as we have sunk, appears quite congenial for tin. In driving the adit level east, on the south lode, we find it to be about two feet wide, composed of fluecan, spar, and mundic.

R. ROWE.

HOLMBUSH MINING COMPANY.

*July 9.*—The ground in the engine-shaft is still very hard. In driving south at the eighty fathom level, we have discovered some small branches, but nothing as yet that we can recognise to be the lode. The stopes in the back of this level, and also the stopes in the back of seventy fathom level, no alteration; men employed desuing the lode. The lode in the end of seventy fathom level west, is sixteen inches wide, composed of mundic, spar, and caple, with spots of copper ore, very kindly. In the seventy-two cross-cut south, we have driven through the Flap-jack lode, which we find to be about four feet big, its composition much as last reported; poor at present for copper ore, but presents strong indications of being a very productive lode. We have set the men to drive west on its course, at 6f. per fathom. The lode in the sixty-two fathom level west, is much improved, worth at present about 9f. per fathom. The lode in the fifty-two fathom level west, is just as last reported, worth about 16f. per fathom. Our tribute pitches are just as usual looking favourable.

F. PHILLIPS.

UNITED HILLS MINING COMPANY.

*July 7.*—Sinking Eastern Diagonal Shaft.—Lode three feet wide, with good stones of ore. Sinking winze, bottom of Twenty-five Fathom Level East. "new." Twenty-five Fathom Level (west of Diagonal shaft).—Lode three feet wide, producing but little ore at present, with a kindly appearance. Thirty-five Fathom Level (east of ditto).—Lode five feet wide, very good ore. Adit Level (driving north of eastern end).—North part of the lode not yet discovered. Stoping (back of adit level east).—Lode two feet wide, good ore. Rising (back of ten fathom level against Eastern Diagonal shaft).—Lode three feet wide, with stones of ore. Twenty Fathom Level (east of Diagonal shaft).—Driving north, to cut the north part of lode. Thirty-Fathom Level (east of ditto).—Lode two feet wide, one foot good for ore. Stoping (back of thirty fathom level).—Lode two feet wide, bunches of good ore. Williams' Engine-Shaft (sinking).—Lode four feet wide; ore of a fair quality. Thirty-six Fathom Level (east of Turton's shaft).—Lode two feet and a half wide, one foot good ore, with a very promising appearance. Thirty-six Fathom Level (west of ditto).—Lode one foot and a half wide, one foot good ore, and a promising appearance. Thirty-six Fathom Level Cross-cut (north).—Resumed driving this cross-cut, with the expectation of cutting the lode within a few fathoms

two or three weeks and must be done. *Deep Adit, South from Buckingham's.*—Ground hard. *South Adit Shaft.*—Similar to our last report. *Wilkinson's Engine-Shaft.*—Lode about three feet wide, composed of gossan, producing good stones of grey, black, and yellow ores. M. WILLIAMS.

## FOREIGN MINES.

COLOMBIAN MINING ASSOCIATION.

*Reduction Officer's Report for March.*

*Suiza District.*—The returns are comprised in seven ingots, weighing together 70 lbs. 3 oz. 11 dwt., and containing, by my assays, of fine gold 44 lbs. 3 oz. 11 dwt., and of fine silver 24 lbs. 6 oz. 4 dwt. The total loss in the whole treatment appears at 43,70 per cent. Produce of fine gold per ton of ore treated amounts to 12 dwts. 15 grs.; ditto per ton of tails, 4 dwts. 17 grs.; ditto per stamphead, 21 oz. 8 dwts. 1 gr. The rough ores stamped during the month are 200 tons, 8 cwt. from the Caudado lode, and 565 tons, 18 cwt. from the Salto and San Antonio lodes—total, 767 tons, 6 cwt., from which quantity we have produced 40 oz. 4 dwts. 10 grs. of fine gold, at the rate of 12 dwts. 15 grs. per ton, the remaining 3 lbs. 11 oz. 1 dwt. being the produce of the re-dressing of 200 tons of old tails and refuse, of which 135 tons from the former upper floor gave us 22 $\frac{1}{2}$  tons of heads, which were conveyed to the present dressing floor, together with the heads from the mills "Renown and Hope," and the other 65 tons of tails and refuse were at once conveyed into the hoppers, and there finally re-dressed. Part of the refuse, resulting from the redressing of the tails and refuse on the upper old floor, will be stamped during April, together with some rough ores. The high produce obtained from the rough ores per ton, is owing to the ores from the upper part of the Salto being better than usual; but respecting the quality of the ores from the Caudado lode, no improvement appears to have taken place. From the 767 tons, 6 cwt. of rough ores, we have obtained 505 tons, 8 cwt. of stamped ores, with a loss in stamping of 2,52 per cent. From the stamped ores and the 200 tons of tails and refuse re-treated, have resulted 368 $\frac{1}{2}$  quintals of dressed ores, with a loss in dressing of 40,81 per cent., and by means of the arrastras amalgamation, we have obtained from the dressed ores 44 lbs. 3 oz. 11 dwt. of fine gold, with a loss in amalgamation of 1,92 per cent. The stamping mills and arrastras are all in fair working order. The rain fallen during the month amounts to 5 $\frac{1}{2}$  inches.

*From Mr. Williamson.*

*April 17.*—It is pleasing to observe that the returns for March exceed in amount those of any previous month for some time past, owing to two circumstances:—1st. and principally, to our having obtained a good supply of ores of superior quality from the back of the San José level; and 2dly., to our having treated 200 tons of tails and refuse during the month. The supply of ores from the stations above the San José level, which has been the means of increasing our last month's produce, cannot be calculated upon for any length of time, and we shall, after that source of ore is exhausted, have to depend on the quantity of the usual class of ores obtainable from the different stations lately mentioned, notwithstanding our monthly produce for the present year, will, I fully believe, not fall short of my estimate, and by actively prosecuting the several dead works in hand, we shall have an opportunity of fully proving the Marmato establishment.

*From Messrs. Powles, Illoquoit, and Co.*

*Bogota, April 27.*—As stated in the despatches, it is our deliberate opinion that a change in the company's affairs for the better is in the course of operation.

The account current for the month of March, which we now beg to lay before you, exhibits a cash balance of £13,737 on the 1st instant, which enables us now to advise a remittance by this day's post to our Cartagena House of £3008 in doublings, to be by them forwarded to the secretary in the usual way.

*Export of Ores.*—Our No. 327 acquainted you with the steps then taken to obtain a renewal of this license from the Congress now in session. Our efforts have proved successful, and we have now the satisfaction to announce the completion of the bill, by Congress granting the export license for four years.

*From the Coast Agents.*

*Cartagena, May 10.*—The 280 serons of ore will be shipped on board the Grace, Capt. Tinnion, which vessel sailed yesterday for Savanilla, and will get loaded about 1st June, for Liverpool.

Enclosed is bill of lading of Colombian Mining Association, No. 1. One bag, containing in doublings £2975, shipped per H. M. S. *Nimrod*, for account of the Colombian Mining Association, which, with our commission, 30, makes the sum of £3008 received from Bogota on the 8th inst.

The mine report will be given in our next Number.

## PROCEEDINGS OF PUBLIC COMPANIES.

## MINING COMPANY OF IRELAND.

The half-yearly meeting of the shareholders of this company was held in the Commercial Buildings, Dublin.

ISAAC ENGLISH, Esq., in the chair.

Mr. PURDAY (the secretary) read the following

## REPORT.

Increasing productiveness has attended the progress of the company's works during the period of the account now presented, and your board feels much gratification in being enabled to state, that the present prospects at the respective mines lead to the expectation that the progressive improvement, noticed in the board's reports of the company's affairs for some years past, will not be retarded in the period of the ensuing account.

The profits in the past half-year amount to 10,772. 11s. 6d., of which the sum of 2359. 17s. 6d. has been expended in completing the new works at Caima and Derrynoo lead mines, and Kilrohand and Hollyford (Ballisnade) copper mines, and 1286. 18s. 9d. in erecting machinery and other improvements at those concerns, which for some time have been in a productive state.

Of the four mines enumerated as sources of expense, the board have reason to believe that Caima and Derrynoo lead mines are now in a state which will relieve the company from further expenditure of capital, if not yield returns for the amount expended in opening them. Of the copper mines also, upon which trials have been made in the past year, your board has recently received favourable reports, which induced the expectation that the capital expended in the opening thereof is a good investment.

The trials at Annestown lead mine have been brought to a conclusion.

With regard to the established mines under lease to the company, your board are enabled on the present occasion to report most satisfactorily, and the accounts of profit which accompany this report add further corroboration to the testimony already submitted of the great value of that part of the company's property which has, by liberal and judicious expenditure of capital, been brought into a state of extensive and permanent operation.

Of those concerns the Knockmahon copper mines, county Waterford, have yielded, in the past half-year, 3133 tons of ore, containing 10 per cent. of copper, and the company's profit thereon amounts to 8925. 1s. 1d., of which 1070. 8s. 5d. has been expended in erecting additional machinery and other improvements.

Some years having elapsed since a detailed description of the company's property was presented in the board's report, it is considered advisable on the present occasion to state, in order to prevent misconception, that the mines denominated "Knockmahon Mines" consist of an extensive district held by lease from various proprietors. Of this district, those parts which are the property of the Ecclesiastical Commissioners and Miss Osborne have hitherto been the most productive; but the encouragement afforded by the Marquess of Ormonde and Mr. O'Shee, as well as previously by the other proprietors, having induced your board to order additional expenditure in search of ore, the result for so far has fully justified the course adopted, a valuable lode having been recently discovered on the Marquess of Ormonde's property, and considerable improvement noticed in driving upon that already opened on Mr. O'Shee's estate. From these latter discoveries the company have not yet derived any returns. There is also good reason to expect further discoveries, especially on the extensive estate of the Marquess of Ormonde, which will increase the returns from this district on a future occasion.

Since the board's former report, there has been erected in the Knockmahon district a steam-engine for drawing the ores to the surface, and stabling for twenty horses employed in carrying the ore to the dressing floors, crushing mills, and stamps, and from thence to the shipping place. Additional stamps and separators have also been erected, proportionate to the increased productiveness of the mines, and the present prospect fully establishes the propriety of this expenditure.

The Slievardagh collieries have also become more productive. The profit therfrom in the past half-year amounts to 2164. 13s. 10d., and from the imputes given to the company's works by the landlord of the Coolquil estate, having not only abated the high rent agreed for in 1824, 30 per cent., but having also discontinued the charge of rent for coal used in working the steam-engines, your board has made arrangement for an increased scale of operations in this part of the coal district, which will be advantageous to the company as well as to the landlords, the demand for coal having so far kept pace with the increased produce.

The level for unwatering the Hill and Fort collieries on the Coolquil estate is at present driven in a fault; the cost is, nevertheless, repaid by the produce; and it is expected that, prior to the board's next report, the coal-field will be unwatered by it. In the mean time, part of Mardyke—first and second seams—having been unwatered by means of steam power, the output from the Coolquil estate will, it is expected, be considerably increased.

On the Bouantica estate, the level having been driven to the coal, the steam-engine has been sold, and the colliery is now worked advantageously, level free.

The Common colliery—Ballygadue—in conjunction with that portion of

the Bouantica estate upon which is the joint-fitting for working the coal of the two properties, has been wrought to a considerable extent and with increasing advantage.

Glangoole colliery has also yielded profitable returns; and there will be an increase therein to a considerable extent, so soon as the level, now in progress through the Lickfin estate, shall be completed, the cost of which is repaid by the returns.

The Glendalough or Luganure lead mines and Ballycorus smelting and manufacturing establishment have yielded profit amounting to 2469. 1s. 3d. in the half-year; and the present prospect, especially at Ruplagh mine, is considered very satisfactory; at Ballycorus mine also the prospect is considered favourable.

The company's manufactured lead continues to give satisfaction to the trade, as shown by an increased demand for it in pigs, sheets, pipes, and shot.

Glenpatrick slate quarry has yielded profit amounting to 268. 13s. 4d.

The Killaloe slate quarries have again been a source of expenditure of capital, the cost of operations considered advisable having absorbed a further sum amounting to 1354. 14s. 11d. in addition to the produce of the quarries in the half-year. Considerable improvement is noticed in the manufacture of the slates, the superior quality of which is appreciated in an extensive district; the demand is not, however, equal to the supply now attainable from the extensive range of quarry-ground opened; and the board has thought it advisable to make some sacrifices, with the view of extending the district for sales, so as to embrace Dublin and other extensive markets. To accomplish this object effectually, by removing existing prejudices without further loss, will require time; and if the board shall find difficulty in disposing of the large stock of slates accumulated—in value now amounting to 10,000.—it is intended to change the system of management at the quarries, and reduce the establishment to a scale suitable to the demand; and in the mean time the works which occasioned the expenditure noticed have been suspended.

Having thus set forth the state and prospects of the company's affairs, it only remains for your board to recommend a dividend at the rate of 7 per cent. per annum for the half-year, payable on and after the 1st September next.

The foregoing report having been read, it was moved by Mr. James Perry, that a dividend at the rate of seven per cent. per annum be declared for the half-year now ended, which, having been seconded by Mr. Mooney, of Pill-lane,

Mr. CHAYTOR (one of the auditors) moved as an amendment, that the amount of dividend be five per cent. for the half year, and he pledged himself that if the meeting adopted the amendment, they would receive ten per cent. for the ensuing half year, as the directors would thereby be restrained from expending capital upon new undertakings, some of which had absorbed nearly one-half of the profits in the past half year, reducing the amount obtained from the three established concerns, amounting to ten per cent. upon the company's deposited capital in the half year, to five per cent. the amount he proposed to divide. He, therefore, moved that the dividend be five per cent. for the half year.

The amendment was seconded by Mr. T. Phelps.

Mr. J. DAWSON objected to the course proposed to be adopted by Mr. Chaytor, and denied that the directors had opened any new mines in the past half year, or that it was their intention to do so, unless with the concurrence of the shareholders. Those mines upon which sum of 2,000/- had been expended in the half year, out of the gross profits, amounting, he admitted, to upwards of 14,000/-, or ten per cent. upon the deposited capital, have been under lease to the company upwards of twelve years, and it became indispensable, nearly two years since, to either open the mines or surrender them, and the prospects being represented by competent judges to warrant the board's decision, that it would be sacrificing the company's property to surrender those mines without trial—the property of that decision has not until now been questioned; and with regard to the amount of dividend, he put it to the meeting whether it would be prudent to divide the full amount of the company's profits. Would it not be better to leave a part, as proposed, in the hands of the treasurers, to increase future dividends or meet any reverses. The directors are the heaviest holders of the company's stock, and their interest is identical with that of the shareholders. He, therefore, supported the prudent course proposed in the board's report, and hoped the meeting would adopt it.

The CHAIRMAN informed Mr. Chaytor that he could not put the question upon the amendment; the company's deed having provided that the directors should recommend dividends of all or a part of the profits, and the shareholders might declare such dividends, but could not alter the amount; they may, however, reject it altogether.

Mr. JAMES PIM, sen., was of opinion that if the directors were unanimous as to the amount of dividend, the meeting should adopt it.

Mr. JAMES PIM, jun., thought it would be better not to give a dividend if they did not give more than at the rate of eight per cent.; and, for his part, he was willing to defer making any dividend at present, especially as the section of the deed referred to was declared by the chairman fatal to the amendment. He had come to the meeting intending to take a middle course. He thought that dividing a per centage on the subscribed capital was bad, it was complicated, and the proposed dividend would be some fractions under five shillings per share. He thought they could well pay six shillings per share; paying a rate per share was what your proprietors could clearly understand. He would, however, propose that the assembly adjourn for a week, in order to enable the directors to consider the suggestions that had been thrown out at the meeting which would adopt it.

Mr. JAMES PERRY objected to an adjournment, and assured the meeting no advantage could be gained by it.

The motion for adjournment having been withdrawn, the dividend was declared at the rate of seven per cent. per annum for the half year. Messrs. Jonathan Pim, Joshua M. Chaytor, and Edward Atkinson, Esqrs., were re-elected auditors for the ensuing six months. The thanks of the assembly were voted to Isaac English, Esq., for his conduct in the chair, and the meeting adjourned.

## THE TRADE OF ANTWERP.

The annual account of the situation of the province of Antwerp gives a comparative view of the commerce and navigation of the port during the last three years:—

	SHIPS ARRIVED.	
Foreign.	Belgian.	Total.
1835.....	939 .....	250 .....
1836.....	959 .....	286 .....
1837.....	1,073 .....	333 .....
	2,971	889
Tonnage.....	1835 .....	3,860
	1836 .....	153,243
	1837 .....	176,079
		225,030

Thus it appears that there was in 1837 an increase of 48,951 tons above 1836, and of 72,787 tons above 1835. This increase is chiefly in the arrivals from the north with corn and timber. Our exports consisted of raw produce of different kinds, manufactured articles, and refined sugar. In the latter article there was a great falling off. The transit of trade has decreased very considerably.

## DISCOUNTS.

The bills presented to a bank for discount may generally be divided into the following classes:—

1. Bills drawn by producers or manufacturers upon wholesale dealers.
2. Bills drawn by wholesale dealers upon retail dealers.
3. Bills drawn by retail dealers upon consumers.
4. Bills not arising out of trade, but yet drawn against value, as rents, &c.
5. Kites, or accommodation bills.

The first two classes of bills are the best, and are fair, legitimate bills for bankers to discount.

The third class ought not to be too much encouraged. They are for comparatively small amounts, and are drawn by shopkeepers and tradesmen upon their customers. To discount these bills freely would encourage extravagance in the acceptors; and ultimately prove injurious to the drawers. When a man accepts bills to his butcher, baker, tailor, upholsterer, &c., he may fairly be suspected of living beyond his income.

Solvent and regular people pay their tradesmen's accounts with ready money.

The fourth class of bills, though sometimes proper, ought not to be too much encouraged. Persons out of trade have no business with bills.

The last class of bills should almost always be rejected. To an experienced banker, who knows the parties, the discovery of accommodation bills is by no means difficult. They are usually drawn for even amounts, for the largest sum that the stamp will bear, and for the longest term that the bank will discount, and are presented for discount soon after they are drawn. The parties are often relations, friends, or parties who, from their avocations, can have no dealings with each other.

## ON THE COMPOSITION OF CERTAIN MINERAL SUBSTANCES OF ORGANIC ORIGIN.

BY J. F. W. JOHNSTON, F.G.S., ETC., DURHAM UNIVERSITY.

HATCHETINE.—This mineral is known to occur, though rarely, in connexion with the iron ores of the coal measures in Glamorganshire, and in some of the Midland counties of England. The specimen to which the following description and analysis applies was from the former locality, and I have been indebted for it to the liberality and kindness of Sir David Brewster.

It is transparent, yellowish, consists of thin laminae of a nacreous lustre, has the consistency of soft wax, is greasy to the touch; at ordinary temperatures has no perceptible smell, but when heated emits a fatty odour. Its specific gravity at 60° Fahr. is 0.916, and it melts at about 115° Fahr. I am in possession of too small a quantity to enable me to ascertain its boiling point. By a cautious application of heat, it appears to distil over without change.

Exposed to the air for a length of time it blackens on the surface, and becomes opaque, and it is found in most cabinets in this state. When melted, the black particles, probably charcoal from the slow decomposition of the mineral, float in the fluid and exhibit much lustre.

Boiling alcohol dissolves it very sparingly, and from the solution it is nearly all precipitated on cooling. Ether in the cold also dissolves a very small quantity; in boiling ether it is more largely soluble. On cooling, the solution congeals into a mass of minute fibres (prisms), from which the ether may be separated by agitation or compression, and which have a crystalline nacreous lustre. In recent specimens the mineral is said sometimes to occur in large crystals, with the form of which I am unacquainted. After repeated boiling with ether there remains still a minute portion undissolved, mixed with the particles of charcoal by which its surface had been blackened.

Concentrated and boiling sulphuric acid chars and decomposes it. In boiling nitric acid it undergoes no apparent change.

According to Sir David Brewster it polarizes light in patches.

Of an uncoloured portion selected for analysis from the centre of the mass, 5·14 grs. gave 15·97 of carbonic acid, and 6·765 of water. These quantities are equal to

	Experiment.	Theory.
1 atom of carbon	= 76·437 = 85·910	85·965
1 atom of hydrogen	= 12·479 = 14·624	14·035

88·916 100·534 100°

The excess of hydrogen is to be attributed to the unusual quantity of moisture left in the oxide of copper,

## GOLD REGION OF THE UNITED STATES.

In a recent number of the *New York Courier and Enquirer* we find a communication on the subject of the gold mines in the United States, which appears to be well worthy of attention. Worked either by American or English capital, the supplies of gold must become much more abundant, if we are to judge from the following account of the mines of the southern states, as given in the New York journal mentioned above:—

The gold region in the United States is more extensive than is generally supposed, commencing in Virginia and extending through part of North Carolina, South Carolina, Georgia, and Alabama, into Tennessee. The principal amount of gold has been taken from the mines of North Carolina, which have been the longest known and worked. The gold mines of Virginia have recently attracted much attention, and the legislature of that state have been liberal in granting charters to companies for the purpose of exploring, opening, and working the mines. The principal counties in Virginia in which gold mines have been explored to any extent are Stafford, Culpepper, Fauquier, Spotsylvania, Orange, Louisa, and Buckingham. Brooker's mine, in Buckingham, the Culpepper and Milbank mines, in Culpepper, and the Walton mines in Louisa county, have been found very rich in gold ore.

“That these mines may be profitably wrought admits of no doubt, the cost of working them being found not to exceed thirty-five cents, to the bushel, or one hundred pounds of ore, even in the present imperfect state of the mining business; and the average product of the Walton mine is stated at \$5.92 to the 100 pounds, or bushel of ore. Professor Rogers, of the University of Virginia, obtained between twelve and thirteen dollars from 100 pounds of the ore of this mine, and on four trials by another distinguished mineralogist, an average of \$41.42 for 100 pounds of ore was obtained.

“These facts are mentioned as examples of what may be done in our southern gold mines; and we are happy to understand that arrangements are in progress by southern gentlemen and others interested in the gold mines to effect the object of developing these sources of supply of the precious metals. We are sure that the comparative importance of these mines with those of other countries is but little known, and therefore that the facts we have stated will prove generally interesting to the public. In conclusion we may remark, in the language of a mineralogist who has examined the gold region of Virginia, that ‘in all probability many rich gold deposits and gold veins remain to be discovered, both in Virginia and in other states, and our country may confidently expect from its own territory sufficient supplies of gold for its coinage, for the demands of the arts, of ornament, and of use, and not improbably for exportation.’”

The amount of gold received at the United States mint from the mines in the southern states, from 1824 to 1834 inclusive, was \$5,126,500. But a small part of the gold obtained from the mines is sent to the mint. The greater part is sent to Europe, and a considerable portion is used by jewellers and other manufacturers in the United States.”

**FOREIGN COPPER.**—The following notice has been issued from the Board of Customs:—“By Treasury order, dated the 25th July, foreign copper is allowed to be delivered from the warehouses for the purpose of extracting the silver therefrom, subject to the same regulations and conditions as are contained in the Treasury order of the 23d January last, allowing lead to be delivered for a similar purpose.”

**AMERICAN MANUFACTURES.**—The manufacturing population of the United States are almost all confined to New England. In the hands of its busy and enterprising people is the entire cotton trade, the fisheries, and distilleries. In some branches of the cotton trade, they have even become our rivals, as they weave full 200,000,000 yards of plain goods annually—an amount far exceeding the wants of their own country. Wool is manufactured to the value of 5,500,000 per annum, and paper to the amount of 1,200,000. In New England are also manufactured immense quantities of shoes and boots, straw hats (much worn by both sexes), clocks, tin ware, &c. Our towns of Northampton and Dunstable find their counterparts in Hartford, and other places there. To the Philadelphian wholesale warehouses, as in a great reservoir, do most of these commodities flow, and are thence distributed over the more southern and western states. This transmission of products has been much facilitated of late years by improvements in roads, &c., insomuch that the journey to Pittsburgh, on the great western route, and famous for its coal and iron mines, which used to occupy a fortnight, can now be made in less than three days. Immense sums have been spent by Pennsylvania in internal improvement; and thereby that state has a heavier debt than any in the union. It is to be observed that, when we hear of the United States having no public debt, it is to be understood of the general government only, for each state has a separate debt of its own, and, in some instances, these are not very light either. In Philadelphia there are, consequently, a prodigious number of storing warehouses; of retail “stores” there are, considering the extent of the place, very few; in a large proportion of the streets, indeed, there are none. [Note—haberdashers and silk mercers are called “dry goods’ stores.”] Among those last, “book stores” hold a conspicuous place; for, among the branches of Philadelphian traffic, printed literature must not be forgotten. Reprints of English works—called “pirated editions” by our trade—are so abundant, that most Americans look upon books not of the current year’s date as scarce worth the reading. Such works as Bulwer’s or Marryat’s novels may be had complete, as soon as they appear in England, and well done up in cloth, for 2s.; or in sheets, printed newspaper fashion, for about 1s. 2d. In England they sell at prices varying from 1l. 1s. to 1l. 10s. 6d. All other works of our originating bear a similar price. This state of things, so convenient for them, is too well established to be shaken. Yet we heard lately of applications being made by English authors and publishers to congress to put down American literary piracies, or at least, to secure an interest in such reprints. We may save ourselves the trouble; however civilly congress may seem to entertain such a proposal, it dares do nothing, for the state legislatures would never allow any justice to be done in the matter.—*Thomason’s Men and Things in America.*

## SALE OF COPPER ORES AT REDRUTH.

Sampled, June 27, and Sold at Andrew’s Hotel, Redruth, July 12.

Mines	Tons	Price	Purchasers	Mines	Tons	Price	Purchasers					
Carn Brea	99	5 19 0	P. Grenfells.	Wh. Buller	33	5 12 6	Mines Royal	East Crofty	66	3 16 0	Williams.	
ditto	96	1 15 0	W. Beach.	ditto	55	5 16 0	Grenfells.	ditto	53	6 8	P. Grenfells.	
ditto	88	4 18 0	Relistian.	ditto	51	5 10 0	Vivians.	Longclose	77	5 6	Williams.	
ditto	83	3 15 6	—	ditto	71	7 15 6	Crown Co.	Dundas H.	20	4 14 6	—	
ditto	51	5 13 6	Mines Royal	ditto	84	7 0 0	—	United H.	83	3 13 0	Nevill & Co.	
ditto	77	6 4 6	P. Grenfells.	ditto	82	6 4 6	Vivians.	ditto	69	4 3 0	—	
ditto	71	5 14 0	—	ditto	81	0 0 6	Fremmans.	ditto	62	2 12 0	—	
ditto	68	7 12 0	Vivians.	ditto	73	6 0 6	Crown Co.	ditto	58	10 11 6	Mines Royal	
ditto	64	5 0 6	—	ditto	71	4 11 0	Williams.	ditto	57	4 1 0	—	
ditto	64	5 0 6	P. Grenfells.	ditto	69	9 1 6	Crown Co.	South Wheal Bassett	49	3 14 0	—	
ditto	61	6 1 6	—	ditto	65	5 19 0	Fremmans.	ditto	48	3 9 6	—	
ditto	50	14 10 0	Vivians.	ditto	47	5 10 0	Vivians.	ditto	43	3 0 6	—	
ditto	49	4 0 6	Mines Royal	ditto	72	12 17 0	Crown Co.	East Wheal Crofty	83	5 15 6	72 6	
W. Friends	110	4 14 0	—	ditto	73	6 0 6	Vivians.	ditto	56	2 15 0	Williams.	
ditto	97	4 16 0	Vivians.	ditto	71	4 11 0	Crown Co.	Dolcoath	57	5 0 6	—	
ditto	24	12 7 0	Mines Royal	ditto	70	107	7 6 0	Tincroft	44	3 18 6	—	
ditto	40	12 3 0	Vivians.	ditto	68	107	7 6 0	—	183	6 18 3	—	
Trevarthen	54	5 1 6	Mines Royal	ditto	60	50	13 11 0	Wheat Vyvyan	6	1 10 0	—	
Owen Vean	36	5 2 0	—	ditto	43	10 13 0	Vivians.	ditto	61	1 16 0	Peddan Pol.	
Fowey C.	104	6 12 0	Vivians & Co.	ditto	39	1 12 0	—	ditto	49	3 9 6	—	
ditto	102	5 10 0	P. Grenfells.	ditto	32	1 12 0	Vivians.	ditto	45	4 17 6	—	
ditto	96	16 0	—	ditto	41	3 19 0	—	ditto	50	3 9 6	—	
ditto	61	5 10 0	P. Grenfells.	ditto	18	3 14 0	—	ditto	40	2 4 0	—	
Treasavon	107	5 12 0	—	ditto	10	3 4 0	—	ditto	21	2 19 6	—	
ditto	72	6 16 0	—	ditto	40	14 5 6	—	ditto	28	4 16 6	—	
ditto	65	3 16 0	—	ditto	17	3 4 6	Vivians.	ditto	74	3 1 0	—	
ditto	63	8 10 0	—	ditto	17	3 4 6	—	ditto	75	4 16 0	—	
Maudson	104	3 2 0	Vivians.	Harmony	41	7 16 0	—	ditto	60	5 18 0	—	
ditto	62	19 6	—	ditto	33	9 2 6	Mines Royal	ditto	60	1 19 0	—	
ditto	50	17 6	—	ditto	28	5 15 0	—	ditto	44	3 16 0	—	
ditto	39	8 10 0	—	ditto	30	3 0 6	—	ditto	37	3 14 6	—	
Trenwith	51	3 5 6	Nevill & Co.	ditto	30	3 0 6	—	ditto	33	2 1 0	—	
ditto	23	1 17 0	—	ditto	23	10 5 0	Vivians.	ditto	28	3 0 6	—	
Wh. Buller	112	7 12 0	Williams.	Trevaskus	83	7 10 0	P. Grenfells.	ditto	31	5 12 6	—	
ditto	98	3 9 0	—	Wh. Mary	27	7 5 6	Williams.	ditto	34	1 14 0	—	
<b>TOTAL PRODUCE.</b>								ditto	32	1 16 0	—	
Carn Brea Mines	817	4740 6 0	Providence Mines	230	£1632 9 6	Tigray	90	6 7	107	5 2 0	—	
Wh. Friendship	—	—	Wheal Busy	160	380 13 6	ditto	78	7 2	104	5 9 0	—	
Wh. Prosper	441	2776 16 6	Trewavas	154	799 15 6	ditto	101	9	1014	6 17 6	—	
Trevarthen D.	—	—	Levant	153	1753 6 6	ditto	67	10 3	983	8 0	Ballymurtagh	
Fowey Consols	363	2143 12 6	Wheal Charlotte	122	477 8 6	ditto	45	14 5	145	6 6	27	
Treasavean	312	1904 1 6	Wh. Providence	115	1058 18 6	ditto	21	8 2	1024	6 3 6	ditto	
ditto	312	1904 1 6	Wheal Harmony	97	753 3 6	ditto	18	11 2	99	9 0	ditto	
ditto	1616 15 0	Wheal Trenwith	81	519 13 6	ditto	35	3	135	1 16 0	ditto		
Wheal Beauchamp	289	1610 3 0	Wh. Mary	27	247 10 0	ditto	28	18 0	884	14 0	ditto	
Relistian	244	1851 5 6	—	ditto	22	64	1062	4 12 6	ditto	32	1 16 0	—
—	244	1851 5 6	—	ditto	22	64	1062	4 12 6	ditto	32	1 16 0	—
Quantity of ore, 4091.—Quantity of fine copper, 351 tons 0 cwt.—Amount of money, 25,478. 11s. 6d.—Average produce, 54.—Average price, 6/2. 2s. 6d.—Copper ore for sale on Thursday next, at Pearce’s Hotel, Truro. Mines and parcels.—Treasavean, 830; Wheat Jewel, 575; Fowey Consols, 375; Wheal Unity Wood, 322; Hallenbeagle, 288; Carrharrack and Wheal Maiden, 225; Poldice, 212; Cook’s Kitchen, 114; Wheal Vor, 95; Sydney Cove, 93; Great Work, 84; Wheal Tolgus, at Portreath, 91.—Total, 3212.												

Copper ore for sale on Thursday week, at Pearce’s Hotel, Truro. Mines and parcels.—Consol Mines, 1405; Great St. George, 480; Fowey Consols, 388; Wheal Leisure, 284; Wheal Ellen, 281; Godolphin, 168; Wheal Prudence, 111; East Crinians, 100.—Total, 3212.

## PURCHASES OF COPPER ORES AT CAMBORNE.

JULY 5.

Mines	Tons	Price	Purchasers	Mines	Tons	Price	Purchasers
MINES ROYAL	North Roskear	114	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
United Hills	58	10 11 6	613 19 0	6	3 6 3	703 19 0	6
—	32	3 17 6	—	6	3 6 3	127 17 6	6
Dolcoath	57	8 8 6	480 4 6	6	3 6 3	127 17 6	6
—	14	5 0 6	72 0 6				

## PRICES OF STOCKS.

## ENGLISH PUBLIC FUNDS

	Saturday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.
BANK Stock, 8 per Cent.	205 <i>4</i>					
5 per Cent. Red. Anns.	94 <i>4</i>					
5 per Cent. Consols	93 <i>2</i>					
3 <i>1</i> / <sub>2</sub> per Cent. Anns.	181 <i>8</i>	191 <i>2</i>	101 <i>2</i>	101 <i>2</i>	101 <i>2</i>	101 <i>2</i>
5 <i>1</i> / <sub>2</sub> per Cent. Anns.	172 <i>6</i>	101 <i>2</i>				
3 <i>1</i> / <sub>2</sub> per Cent. Red. Anns.	101 <i>2</i>					
New 3 <i>1</i> / <sub>2</sub> per Cent. Anns.	101 <i>2</i>					
New 5 per Cent.	101 <i>2</i>					
Long Anns.	186 <i>0</i>	154	154	154	154	154
Anns. for 30 Years	185 <i>9</i>	154	154	154	154	154
Ditto.	186 <i>0</i>	154	154	154	154	154
India Stock, 10 <i>1</i> / <sub>2</sub> per Cent.	266	266 <i>6</i>	266 <i>5</i>	266 <i>5</i>	266 <i>5</i>	266
South Sea Stock, 3 <i>1</i> / <sub>2</sub> per Cent.	—	—	—	—	—	—
Ditto Old Ann. 3 per Cent.	92 <i>2</i>	—	—	—	—	—
Ditto New Ann. 3 per Cent.	—	—	—	—	—	—
3 per Cent. Anns.	175 <i>1</i>	—	—	—	—	—
India Bonds, 4 per Cent.	78 <i>7</i>	p	78 <i>7</i>	p	78 <i>7</i>	p
Exchequer Bills, 2 <i>1</i> / <sub>2</sub> per Cent.	72 <i>7</i>	72 <i>7</i>	75 <i>7</i>	75 <i>7</i>	75 <i>7</i>	75 <i>7</i>
Ditto	65 <i>00</i>	72 <i>7</i>	72 <i>7</i>	75 <i>7</i>	75 <i>7</i>	75 <i>7</i>
Ditto	—	Small	73 <i>7</i>	72 <i>7</i>	75 <i>7</i>	75 <i>7</i>
Ditto	—	Com.	—	—	—	—
3 <i>1</i> / <sub>2</sub> per Cent. Cons. for Op. July 17	96 <i>2</i>	95 <i>2</i>				
India Stock for Op. July 12	—	27 <i>2</i>	—	—	—	—
Bank Stock for Ac. July 12	—	—	—	—	—	—

## BANK OF ENGLAND.—TRANSFER BOOKS.

	SATURDAY.	OPENED.
3 per Cent. Consols	Tuesday, June 5,	Tuesday, July 17, 1838.
3 <i>1</i> / <sub>2</sub> per Cent. Reduced	5	—
3 <i>1</i> / <sub>2</sub> per Cent. 1726	5	—
New 5 per Cent.	8	—
Ans. for terms of Years.	8	—
South Sea Stock.	8	—
3 per Cent. 1751	7	—
East India Stock	5	—

## FOREIGN STOCKS.

	Saturday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.
Austrian, 5 per Cent.	—	—	—	—	—	—
Belgian, 5 per Cent.	102 <i>1</i>	102 <i>1</i>	—	—	—	—
Brazilian	79 <i>2</i>	80 <i>2</i>	79 <i>2</i>	80	80 <i>2</i>	80
Ditto, 1821	—	—	—	—	—	—
Buenos Ayres, 6 per Cent.	—	—	—	—	—	—
Cuba, 6 per Cent.	—	—	—	—	—	—
Chilian, 6 per Cent.	—	26 <i>4</i>	—	—	—	—
Colombian, 6 per Cent.	—	—	—	—	—	—
Ditto, 1824, ditto	27 <i>1</i>	27 <i>1</i>	26 <i>7</i>	27	27 <i>1</i>	27
Danish, 3 per Cent.	75 <i>4</i>	75	75 <i>4</i>	74 <i>5</i>	75 <i>4</i>	75 <i>4</i>
Greek, 5 per Cent.	—	—	—	—	—	—
Mexican, 5 per Cent.	—	20	—	—	—	—
Ditto, deferred do.	—	25	—	—	—	—
Ditto, def. do. 6 per Cent.	—	—	—	—	—	—
Neapolitan, 5 per Cent., 1824	—	—	—	—	—	—
Peruvian, 6 per Cent.	—	—	—	18	—	—
Portuguese, 5 per Cent.	69	70 <i>4</i>	—	—	70 <i>4</i>	—
Ditto, New 5 per Cent.	36 <i>4</i>	36	35 <i>5</i>	36 <i>6</i>	36 <i>5</i>	36 <i>6</i>
Ditto, 5 <i>1</i> / <sub>2</sub> per Cent.	24 <i>2</i>	24 <i>2</i>	24	—	24 <i>2</i>	—
Prussian, 4 per Cent.	—	—	—	—	—	—
Russian, 1822, 5 <i>1</i> / <sub>2</sub> per Cent.	113 <i>4</i>	113 <i>4</i>	112 <i>3</i>	112 <i>3</i>	112 <i>3</i>	112 <i>3</i>
Spanish, 5 per Cent. Consols	22 <i>2</i>	22 <i>2</i>	22 <i>1</i>	22	22 <i>2</i>	22 <i>2</i>
Ditto, passive	4 <i>1</i>	4 <i>1</i>	4 <i>1</i>	—	4 <i>1</i>	4 <i>1</i>
Ditto, deferred	—	—	—	—	—	—
Dutch, 2 <i>1</i> / <sub>2</sub> per Cent.	54 <i>4</i>	54 <i>3</i>	54 <i>3</i>	54 <i>4</i>	54 <i>4</i>	54 <i>4</i>
Ditto, 5 per Cent.	101 <i>4</i>	101 <i>4</i>	101 <i>3</i>	101 <i>3</i>	101 <i>3</i>	101 <i>3</i>
Ditto, New, 1837	99 <i>4</i>					

## FRENCH FUNDS.

	PARIS.	LONDON.
5 per Cent. Ann.	July 5. 111 <i>40</i> c. 111 <i>50</i> b.	July 9. 111 <i>45</i> c. 111 <i>45</i> b.
ditto 3 mrs.	25 <i>1</i> / <sub>2</sub> 25 <i>1</i> / <sub>2</sub> 25 <i>1</i> / <sub>2</sub>	25 <i>1</i> / <sub>2</sub> 25 <i>1</i> / <sub>2</sub> 25 <i>1</i> / <sub>2</sub>
4 <i>1</i> / <sub>2</sub> per Cent. Ann.	101 <i>40</i> c. 101 <i>15</i> b.	102 <i>1</i> / <sub>2</sub> 102 <i>1</i> / <sub>2</sub> 102 <i>1</i> / <sub>2</sub>
4 <i>1</i> / <sub>2</sub> per Cent. Ann.	101 <i>40</i> c. 101 <i>15</i> b.	102 <i>1</i> / <sub>2</sub> 102 <i>1</i> / <sub>2</sub> 102 <i>1</i> / <sub>2</sub>
Exchange	—	—
5 per cent.	80 <i>f</i> 80 <i>c</i> 80 <i>b</i>	80 <i>f</i> 80 <i>c</i> 80 <i>b</i>
Exchange	—	—
Bank Shares	264 <i>5f</i>	263 <i>0f</i> 260 <i>f</i> 262 <i>f</i>

## IRISH FUNDS.

	JULY 14, 1838.
Bank Stock	200
Government Debentures	34 per cent. 92 <i>2</i>
Ditto Stock	34 per cent. 100 <i>5</i>
Ditto New.	34 per cent. 101 <i>2</i>
Ditto ditto, reduced	4 per cent. 100 <i>5</i>
Consols	3 per cent. 93 <i>5</i>
City Debentures.	4 per cent. 64 <i>4</i>
Exchequer Bills.	2 <i>1</i> / <sub>2</sub> per diem 23

## AMERICAN FUNDS.

	London.	America.	London.	America.
New York 5 1855	94 <i>1</i>	103 <i>5</i>	Louisiana 5 1844, 7, 50, 2.	97 <i>4</i>
5 1846, 7	—	—	Mississippi 6 1861, 6, 71	96
— 1860	95 <i>1</i>	—	—	—
Pennsylv. 1839, 40, 41.	—	—	INCORPORATED BANKS.	—
1846—	—	—	Per Cent.	—
1853, 4.	92 <i>1</i>	—	United States ... 8 1836.	25 <i>4</i>
1856, 5.	95 <i>1</i>	—	Louisiana State, 16 1870.	—
1858, 6.	95 <i>4</i>	—	Bank of Louisiana 8 1870.	—
1860, 62.	—	—	N. Orleans, Canal & B. Co.	90 95
Maryland 6 1870	—	—	City Bank.	—
Ohio 6 1860	38	110 <i>2</i>	New York Life and Trust 5	—
			Tennessee Planter's 9	97 100
			Mississippi 10	98 100
			Exchange at New York	109

## COURSE OF EXCHANGE.

FRIDAY, July 13, 1838.

	Prices negotiated on Change.	Prices Paired.	Prices negotiated on Change.	
Amsterdam	12 <i>6</i>	12 <i>5</i>	Seville	36
Ditto at Sight	12 <i>4</i>	13 <i>12</i>	Gibraltar	48
Rotterdam	12 <i>7</i>	12 <i>5</i>	Leghorn	31 <i>1</i>
Antwerp	12 <i>7</i>	12 <i>4</i>	Genoa	26 0
Hamburgh Mea. B.	13 <i>13</i>	13 <i>12</i>	Milan	31